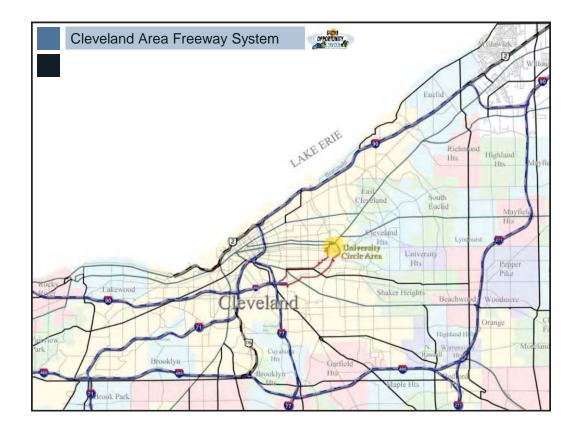
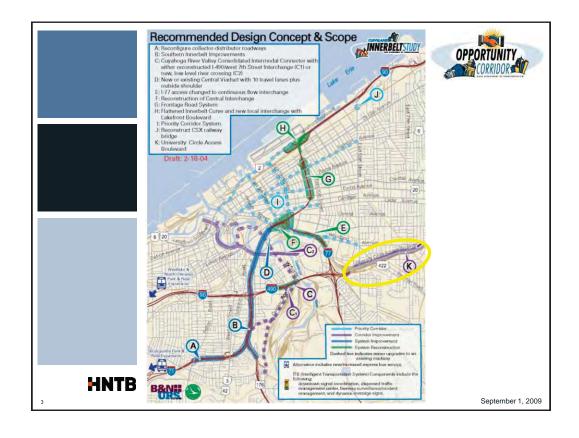
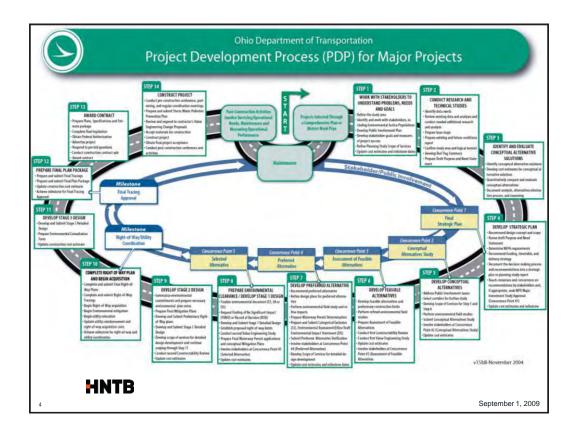
September 1, 2009 – Steering Committee Meeting

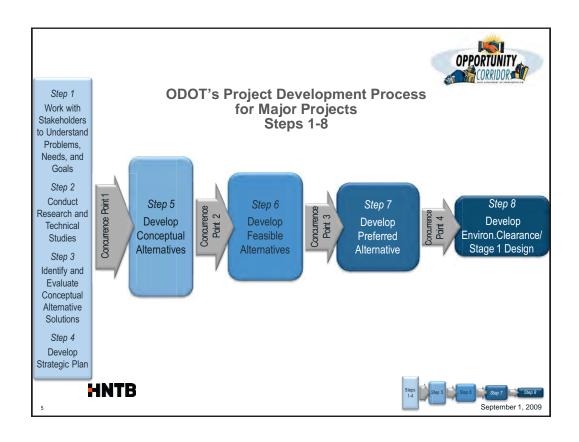
- Presentation
- Attendance List

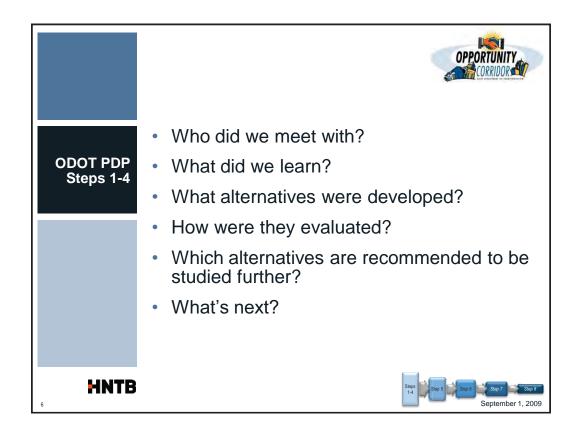














Opportunity Corridor Committee

- Agencies and Institutions originally represented on project committee
 - CDCs (BADC, BBC, FRDC, Maingate, Slavic Village, UCI, CIRI)
 - City of Cleveland (Planning, Traffic Engineering)
 - Cuyahoga County (Commissioners; Engineer)
 - FHWA, ODOT, ODOD, NOACA, GCRTA
 - Institutions (Cleveland Clinic , UH, CWRU)
 - Mt. Sinai Baptist Church
 - Local Businesses
 - The Cleveland Foundation

HNTB



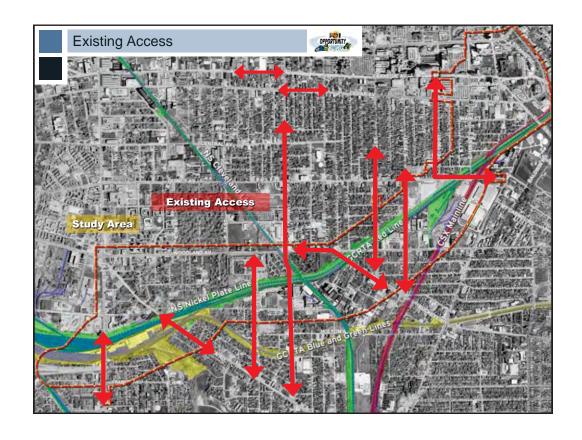


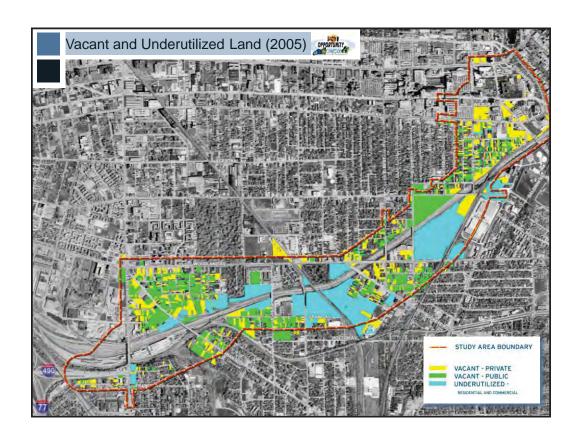


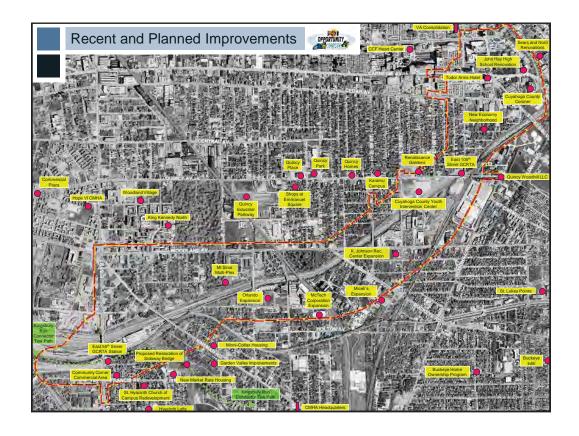
Public Involvement

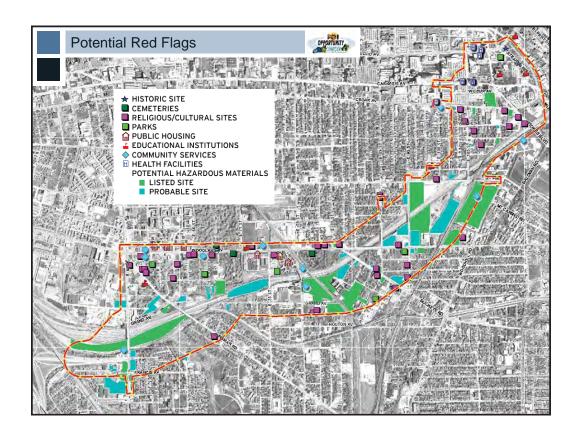
- Previously held meetings
 - Numerous local stakeholder and Community Development Corp. meetings since Sept. 2004
 - Committee meetings and workshops
 - On-going contact with the City of Cleveland
 - Traffic, Planning, Economic Development, Parks and Recreation
 - Neighborhood meeting at St. Hyacinth Church













ODOT PDP Steps 1-4

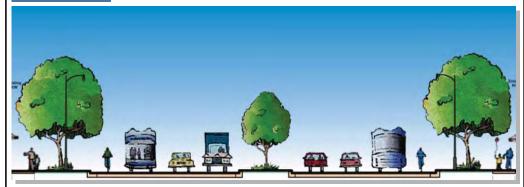
- Goals and Objectives
 - Improve Access & Mobility
 - Economic Development
- Purpose and Need
 - To create the transportation infrastructure to support the revival and redevelopment of large tracts of vacant industrial and residential land

HNTB



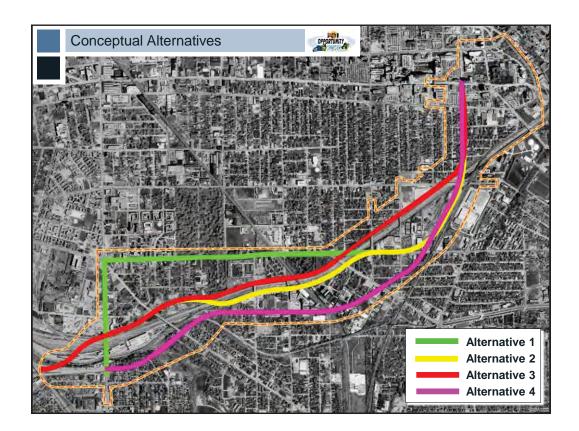
Sample Boulevard Typical Section





- 35 mph
- Local street
- Sidewalks on both sides
- Bike path on both sides
- Landscaping
- Lighting

HNTB

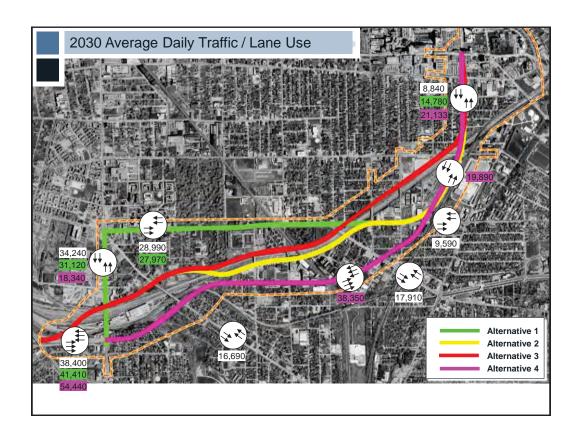




Evaluation Criteria

- Development Potential
- Access and Mobility
- Environmental Resources
- Community Resource Impacts
- Land Use Impacts
 - Residential
 - Commercial
 - Transit/Freight
- Cost

HNTB

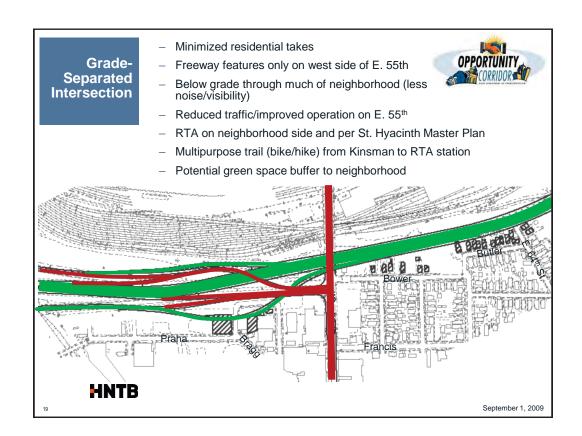


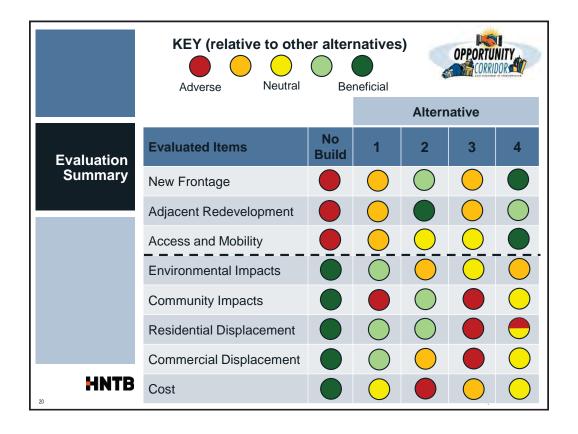


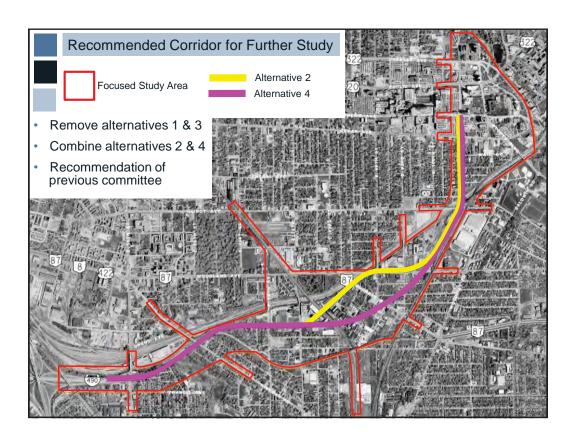
Conceptual Alternatives – E.55th St. at I-490

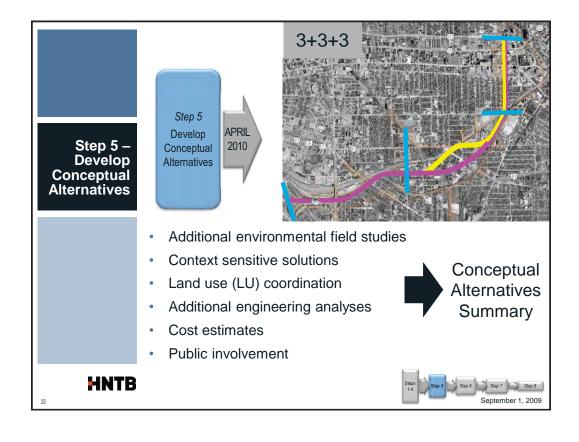
- E 55th Street At Grade Intersection
 - Very Large 8-9 lanes EW, 6 lanes NS
 - Access concerns to bus station (not on neighborhood side)
 - High Residential (south) or combined business/residential (north) Takes
- Three Initial Grade Separations Evaluated
 - High Residential Takes
 - Some required low speed movements
 - Appearance of freeway in neighborhood
 - Some limited access to RTA

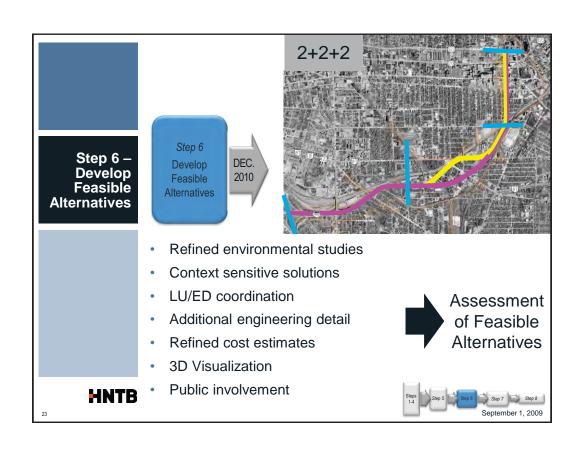
HNTB

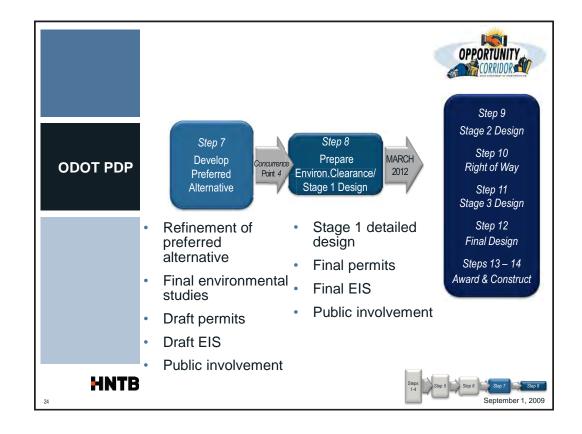














Public Meeting Information

 Two Public Meetings to be conducted on Tuesday, September 22

Cleveland Playhouse 11:30 am – 1:30 pm Presentation at noon Mt. Sinai Baptist Church 6:00 pm – 8:00 pm Presentation at 7:00 pm





Opportunity Corridor Project

Steering Committee Meeting

September 1, 9:00 – 10:30 A.M.

GCP Offices, Richard Shatten Board Room 2041

	Name	Association	Attendance
1.	Terrance Egger, Co-Chairman	The Plain Dealer	Yes
2.	Jamie Ireland, Co-Chairman	Early Stage Partners	No
3.	Mayor Frank G. Jackson	City of Cleveland	No
4.	Lt. Governor Lee Fisher	State of Ohio	Yes
5	Councilwoman Phyllis Cleveland	Cleveland City Council, Ward 5	Yes
6.	Councilwoman Mamie Mitchell	Cleveland City Council, Ward 6	Yes
7.	Councilman Tony Brancatelli	Cleveland City Council, Ward 12	No
8.	Jim Rokakis	Treasurer, Cuyahoga County	No
9.	Joe Roman	Greater Cleveland Partnership	Yes
10.	Vickie Johnson	Executive Director, Fairfax Renaissance Corporation	Yes
11.	Tim Tramble	Executive Director, Burton Bell Carr Development Corp	Yes
12.	. Marie Kittredge (Ben Campbell) Executive Director, Slavic Village Development		Yes
13. Chris Ronayne President & CEO, University		President & CEO, University Circle Inc	No
14.	Harriett Applegate	Executive Secretary, North Shore AFL-CIO	No
15.	Mark Barbash	Interim-Director, Ohio Department of Development	No
16.	Jolene Molitoris	Director, Ohio Department of Transportation	No
17.	Joe Calabrese	Executive Director, RTA	Yes
18.	John Anthony Orlando	Owner, Orlando Baking Company,	Yes
19.	Joe Lopez	Owner, New Era Builders	Yes
20.	John Hopkins	Buckeye Area Development Corp, Executive Director	Yes

Other Stakeholders and Staff

_	Other Stakeholders and Staff						
	Name	Association	Attendance				
1.	Chris Warren	City of Cleveland, Chief of Regional Development	Yes				
2.	Stephanie House	City of Cleveland, City Planning Commission	Yes				
3.	Bob Brown	City of Cleveland, Director, City Planning Commission	Yes				
4.	Council President Martin J. Sweeney	Cleveland City Council, Ward 20	Yes				
5.	Fred Collier	Cleveland City Planning Commission, Project Manager	Yes				
6.	Oliver Henkel	Cleveland Clinic, Chief Government Relations	Yes				
7.	Yvette Ittu	GCP, CFO	Yes				
8.	Sheri Dozier	GCP, Director of Physical Development	Yes				
9.	Terri Hamilton Brown	GCP, Opportunity Corridor Project Director	Yes				
10.	Deb Janik	GCP, Senior Vice President	Yes				
11.	Phil Hanegraaf	HNTB	Yes				
12.	Ron Deverman	HNTB	Yes				
13.	Matt Wahl	HNTB, Group Director	Yes				
14.	Mike May	Maingate, Executive Director	Yes				
15.	Howard Maier	NOACA, Executive Director	Yes				
16.	Jennifer Ruggles	ODOD, Regional Director	Yes				
17.	John Motl	ODOT	Yes				
18.	Bonnie Teeuwen	ODOT, District 12 Director	Yes				
19.	Dale Schiavoni (John Motl)	ODOT, Planning Program Administrator	Yes				
20.	Anne Hill	State of Ohio, Governor's Office	Yes				
21.	Brenda Terrell	Terrell & Associates, Principal	Yes				
22.	Brian Smith	The Cleveland Clinic Foundation, Director of Strategic Development	Yes				
23.	Bob Eckardt	The Cleveland Foundation	Yes				
24.	Karen Farkas	The Plain Dealer	Yes				
25.	Steve Litt	The Plain Dealer	Yes				
26.	Debbie Berry	University Circle, Inc, VP of Planning & Real Estate Dev	Yes				
27.	Tom Goins	University Hospitals	Yes				
28.	John Wheeler	Case Western Reserve University	No				
29.	Barbara Snyder (John Wheeler)	Case Western Reserve University, President	No				
30.	Ken Silliman	City of Cleveland, Chief of Staff	No				
31.	Toby Cosgrove (Oliver Henkel)	Cleveland Clinic, Chief Executive Officer	No				
32.	Ronn Richard	Cleveland Foundation	No				
33.	Jim McCafferty	Cuyahoga County Administrator	No				
34.	George Phillips	Cuyahoga Metropolitan Housing Authority, CEO	No				
35.	Dave Abbott (Bob Jaquay)	George Gund Foundation	No				
36.	Jocelynn Clemings	ODOT, Public Information Officer	No				
37.	Ben Campbell	Slavic Village Development, Commercial Dev. Officer	No				
38.	Dr. C. Jay Matthews	St. Sinai Ministries, Pastor	No				
39.	Marvin Hayes	State of Ohio, Governor's Office	No				
40	Steven Standley	University Hospitals	No				
41.	Tom Zenty (Steven Standley)	University Hospitals, Chief Executive Officer	No				

March 11, 2010 - Steering Committee Meeting

- Presentation
- Handout
- Attendance List



Opportunity Corridor

Steering Committee Meeting
March 11, 2010

Terry Egger and Jamie Ireland, Co-Chairs

Opportunity Corridor Steering Committee Agenda

- Welcome New Committee Members
 - Peter Baszuk and Joyce Hairston, Slavic Village
 - Robert Lucas, Kinsman
 - Paul Lewis, Fairfax
 - Joe Dennis, Buckeye
 - Bob Chalfant, University Circle
- Greetings and Karamu House History
 - Gregory Ashe, Executive Director

Opportunity Corridor Steering Committee Agenda

- Overview 2010 Work Plan
- Report on Community and Stakeholder Meetings
- Transportation Planning and Economic Development Presentations

Community Development Planning

- Develop a community supported land use and master plan for the corridor area
- Document the potential community and economic benefits of the proposed plan
- Lead an education and engagement process that generates community support for the project

Community Meetings

Community	Date	Attendees
Fairfax	November 12, 2009	34
University Circle	January 26, 2010	35
Slavic Village	January 28, 2010	36
Kinsman	February 3, 2010	61
Buckeye	March 9, 2010	69

Public Meeting Comments / Concerns

- Long discussed...timeline too long...move on with it
- · Existing neighborhoods will be destroyed
- Impact on residents and businesses, African Americans, the elderly
- · Who is this project designed to benefit, role of CCF
- · No residents involved in the planning process
- Too costly when there is need for investment in nearby areas
- · Existing roads not maintained, why build more
- Will area residents be hired for the projected jobs
- Could be the success story City needs

Opportunity Corridor Steering Committee Agenda

- Report on Stakeholder Meetings
 - Resident Interviews
 - -RTA
 - Cleveland Division of Recreation
- Updating the Existing Conditions Analysis
 - Greater University Circle Investments
 - Detailed assessment of existing parcels

Opportunity Corridor Community and Economic Development Workshops

Workshop #1	Review existing plans and programs, discuss future land-use strategies and begin to create a development vision
Workshop #2	Define guidelines and principles for encouraging, yet regulating, development of the corridor and refine vision
Workshop #3	Evaluate the corridor in its physically defined location and recommend desired characteristics, relationships and connections to surrounding areas
Workshop #4	Launch study to quantify land-use strategies and related investment resulting in development, job creation and interim uses
Workshop #5	Begin to explore and establish partnerships and programs to stimulate public and private investment in the corridor neighborhood

Opportunity Corridor Steering Committee Agenda

• Team NEO Research on Lost Business Leads – 3 yrs

Industry	Number of Leads	Avg SF	Max SF
Call Center, Data Center	12	50,000	200,000
Distribution	2	60,000	75,000
Manufacturing	14	100,000	400,000
IT, R&D, Other	7	15,000	100,000



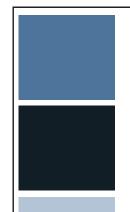
HNTB

Context Sensitive Solutions

Design Session

March 11, 2010

Phil Hanegraaf





Steering Committee Meeting March 11, 2010

HNTB



Field Studies

- Environmental Site Assessment and Screening
- Ecological Surveys
- Phase I History/Architecture
- Phase I Archaeology Investigation

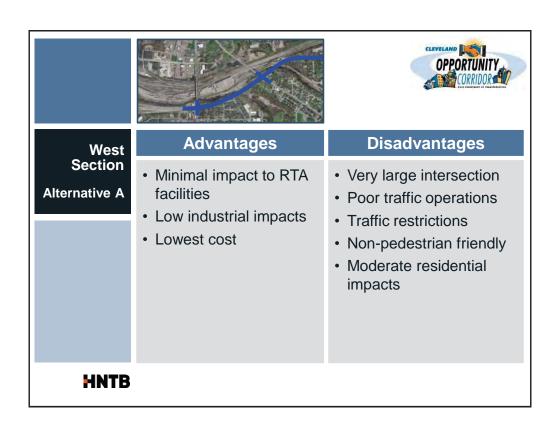


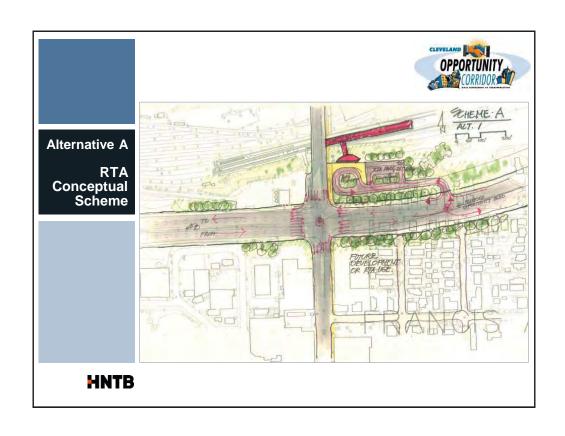
Ongoing Activities

- Stormwater management
- Utility impacts
- Rail coordination
- RAP surveys
- Traffic coordination
- Context sensitive solutions
- Cost estimates









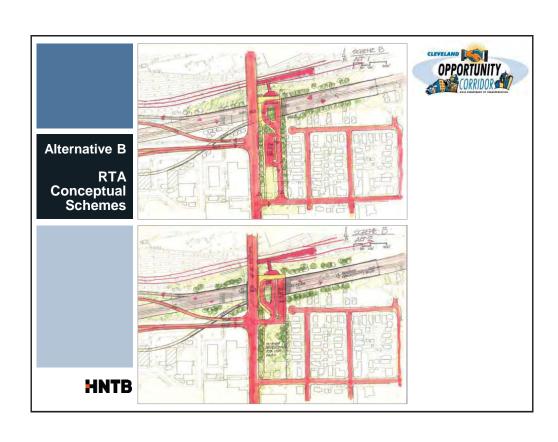


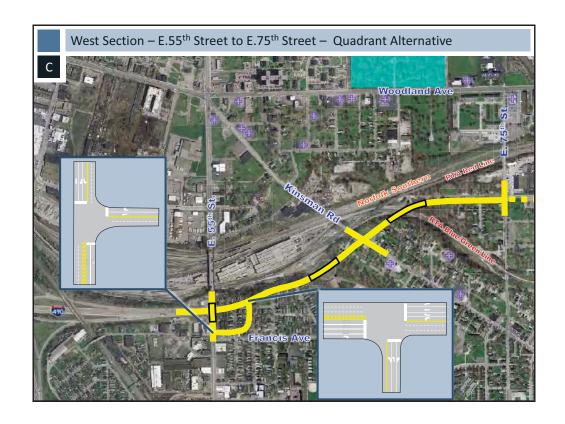


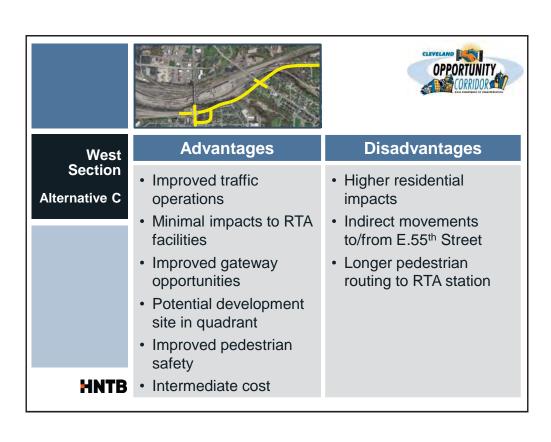


Disadvantages

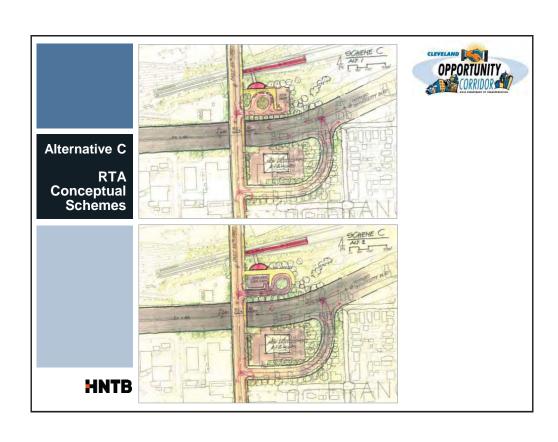
- operations
- Least residential impacts
- · Improved pedestrian safety
- Limited access between Boulevard and E. 55th St
- Complex geometry
- RTA substation impacts
- RTA train station impacts
- High future maintenance
- Industrial property impacts
- Highest cost









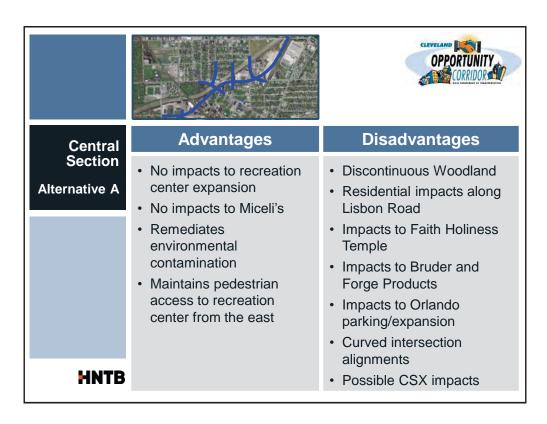


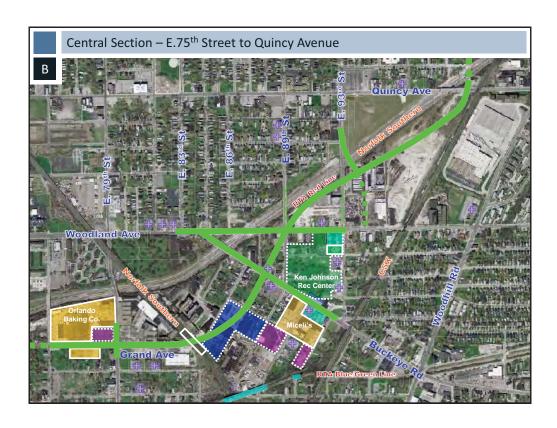


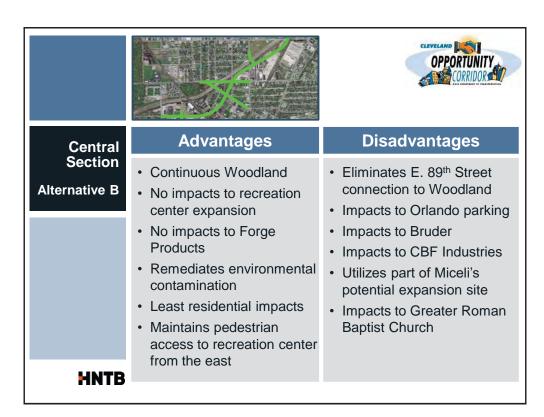
Western Section Discussion

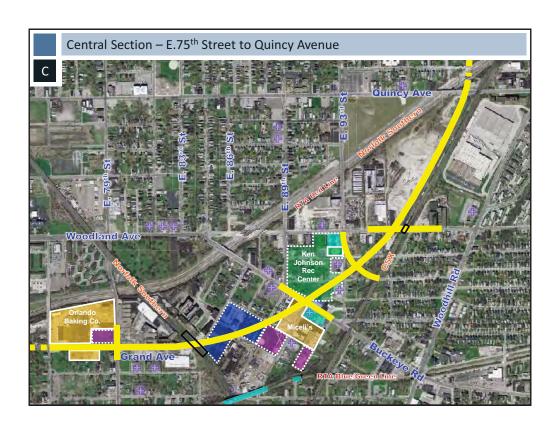


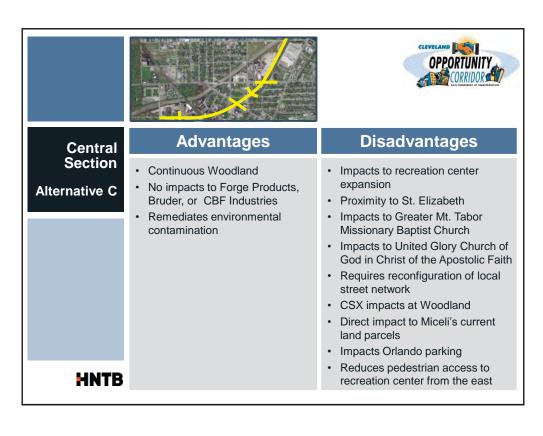


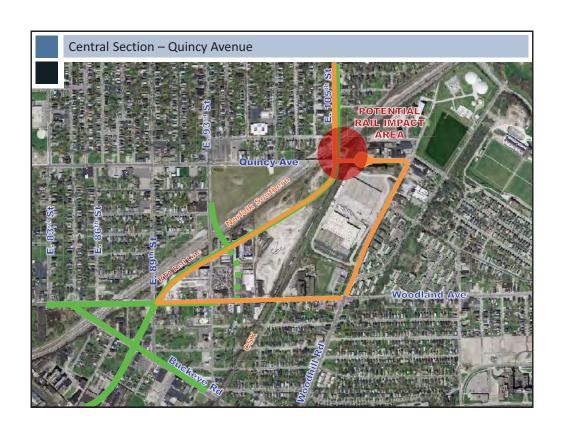






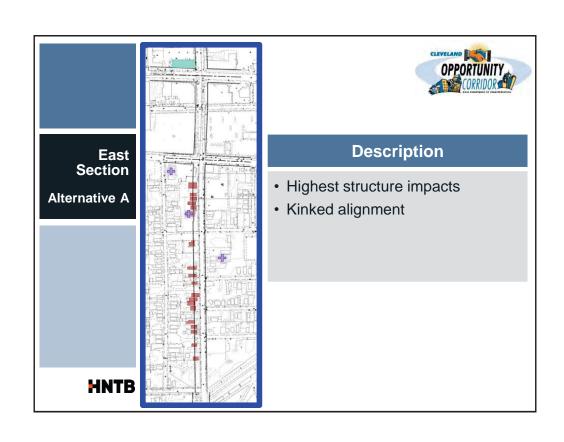


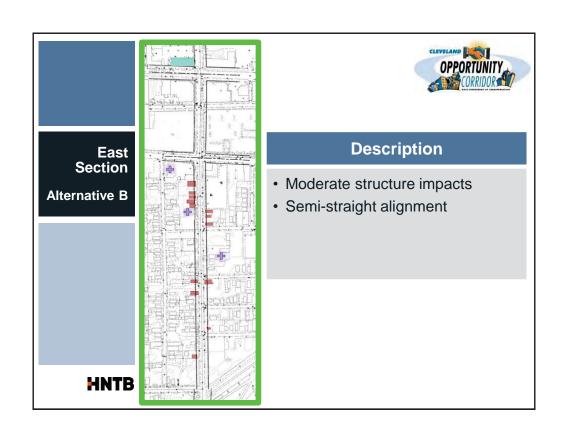


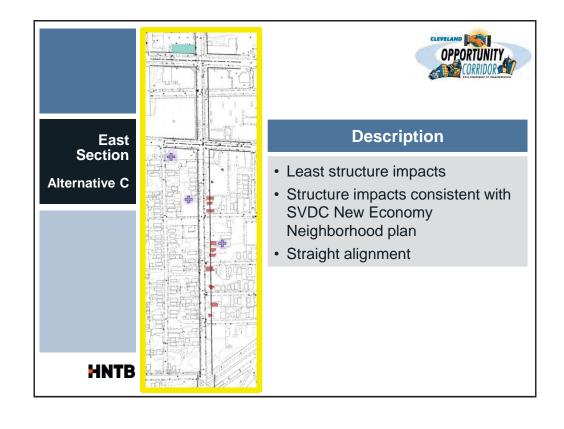






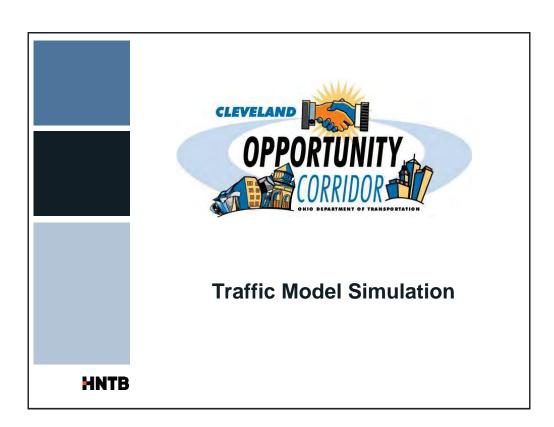


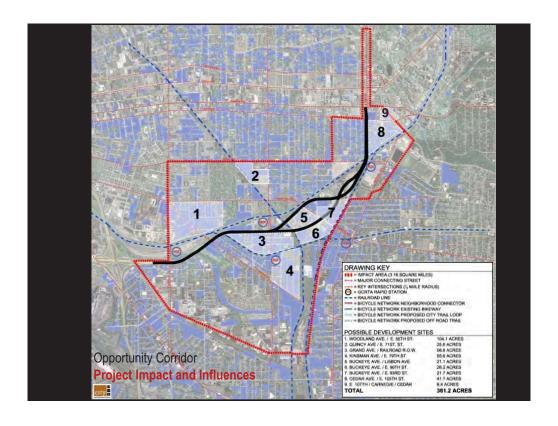






Eastern Section Discussion





Workshop Recommendations

- Offices (Research / Biomedical)
 Located around E. 105th where recent GCIC has succeeded
- Bio-enterprise with access to hospitals

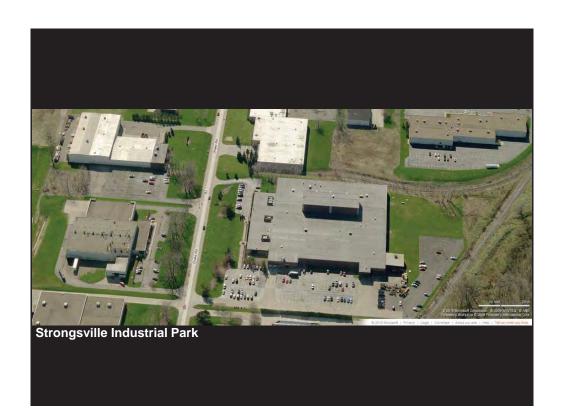
Distribution Facilities (Logistics)

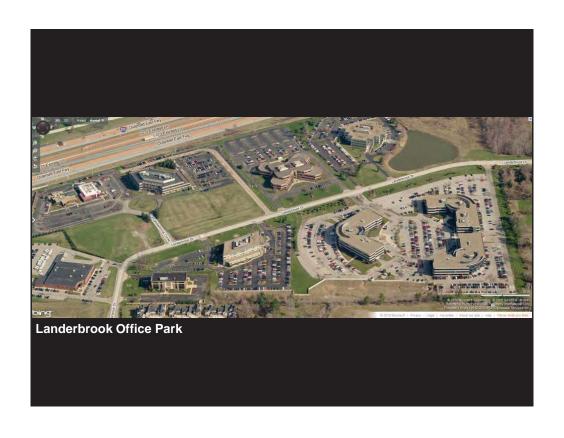
Reclaimed Brownfield sites are good candidates

Industry / Small Retail (Warehouse)

- Kinsman area / centrally located within the corridor's route
- · Use large development sites to create most jobs

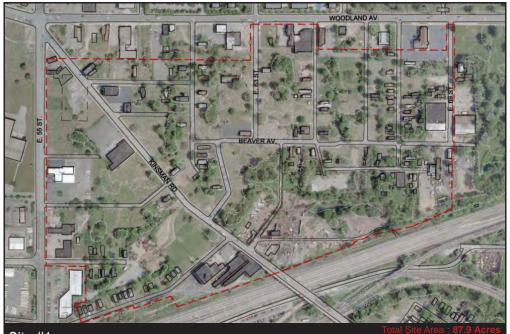
Note: Ensure retail does not compete with established neighborhood retail developments







Research Triangle Park
North Carolina



Site #1 East 55th Street / Kinsman Avenue / Woodland Avenue

Opportunity Corridor - Development Yield Analysis

Distribution / Logistics, Light Manufacturing, Production and Assembly

Site #1

East 55th Street / Kinsman Avenue / Woodland Avenue

BUILDING SIZE : ONE-STORY

30,000 s.f. BUILDING FOOTPRINT

PARKING SPACE PROJECTION (BASED ON LAND USE)

3 spaces per 1000 s.f.

90 REQUIRED PARKING SPACES

300 s.f. PER PARKING SPACE

27,000 s.f. PARKING SPACE SITE AREA

57,000 s.f. SUBTOTAL

30% SERVICE AREA / CIRCULATION

74,000 s.f. SITE AREA SUBTOTAL

30% OPEN SPACE / LANDSCAPING / ETC.

96,000 s.f. TOTAL SITE AREA

2.2 ACRES 13,500 SF/ACRE Building Size

40,000 S.F. - 2.9 ACRES

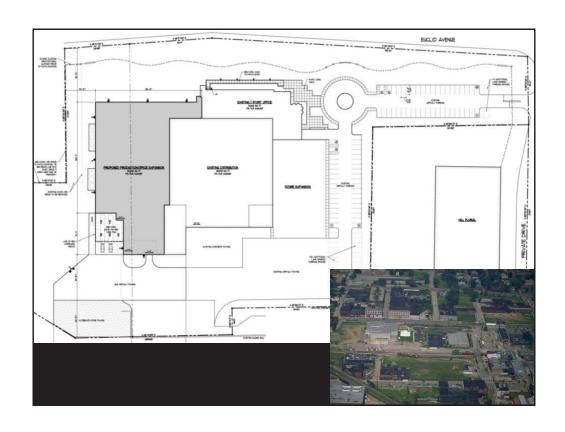
60,000 S.F. - 4.4 ACRES

100,000 S.F. - 6.5 ACRES

120,000 S.F. - 8.8 ACRES

150,000 S.F. - 11.0 ACRES





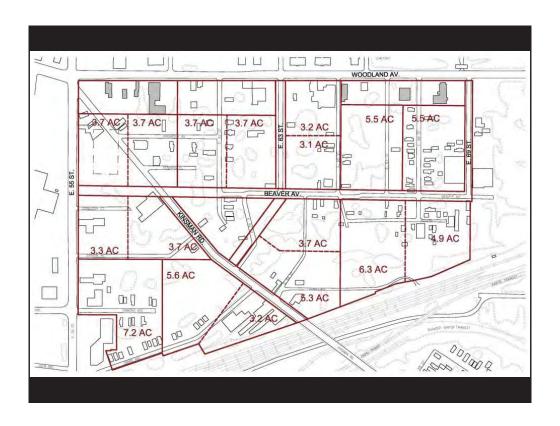




Kiffer Industries
Site: 3.85 Acres
Building: 54,750 S.F.
14,200 S.F. / Acre

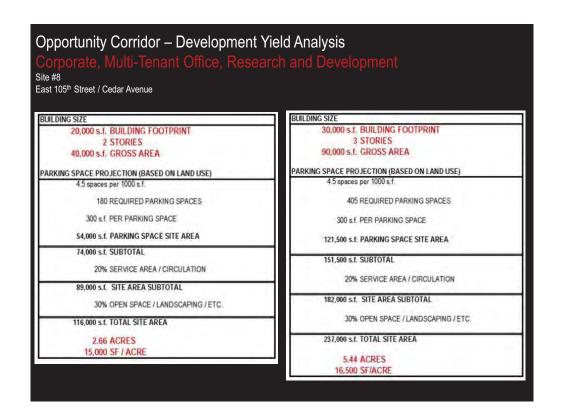


Cleveland Wire Cloth
Site: 2.86 Acres
Building: 88,300 S.F.
31,000 S.F. / Acres









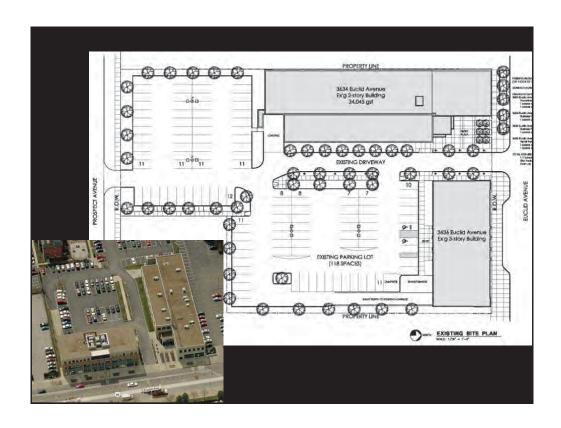


Ohio Educational Credit Union

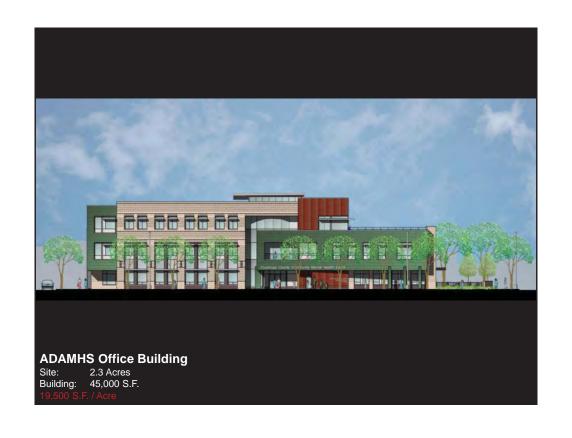
Site: 2.3 Acres Building: 24,500 S.F.

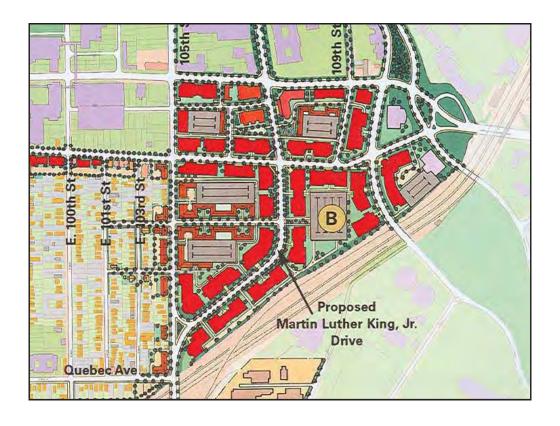


Fairport Management
Site: 1.1 Acres
Building: 25,200 S.F.

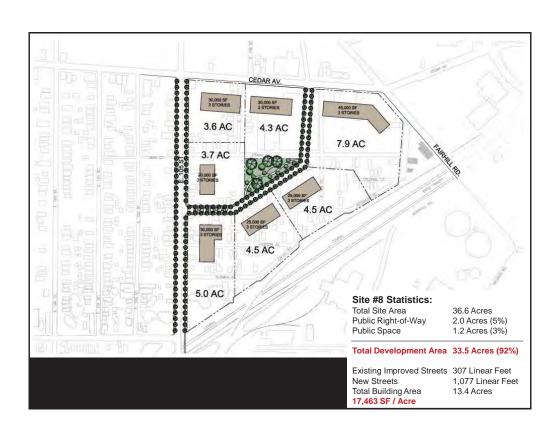












Site #1	994,000 SF Total	Building Area	
	Site Area Allocation	Gross Average Useable Area per Employee	Total Average Employment Projection
Warehouse	15%	T 1 7 1 2 2 2 2	
	150,000	3000 s.f	50
Distribution/Logistics	40%		
	400,000	2200 s.f	180
Light Manufacturing	20%		
	200,000	1800 s.f	110
Production/Assembly	25% 250,000	1200 s.f	210
			550
Site # 8	585 000 SE Total	Ruilding Area	550
Site #8	585,000 SF Total		550
Site #8	Site Area	Gross Average Useable	Total Average
Site # 8 Corporate Office			
	Site Area Allocation	Gross Average Useable	Total Average Employment Projection
	Site Area Allocation 10%	Gross Average Useable Area per Employee	Total Average
Corporate Office	Site Area Allocation 10% 59,000	Gross Average Useable Area per Employee	Total Average Employment Projection
Corporate Office	Site Area Allocation 10% 59,000 15%	Gross Average Useable Area per Employee 500 s.f	Total Average Employment Projection 118
Corporate Office Multi-Tenant Office	Site Area Allocation 10% 59,000 15% 88,000	Gross Average Useable Area per Employee 500 s.f	Total Average Employment Projection 118
Corporate Office Multi-Tenant Office	Site Area Allocation 10% 59,000 15% 88,000 45%	Gross Average Useable Area per Employee 500 s.f 400 s.f	Total Average Employment Projection 118

Opportunity Corridor Steering Committee Agenda

- Next Steps
 - Public Involvement Meeting
 - May / June
 - Steering Committee Meetings
 - June 17
 - September 8
 - November 11

(Locations to be determined)



HNTB

Context Sensitive Solutions

Design Session

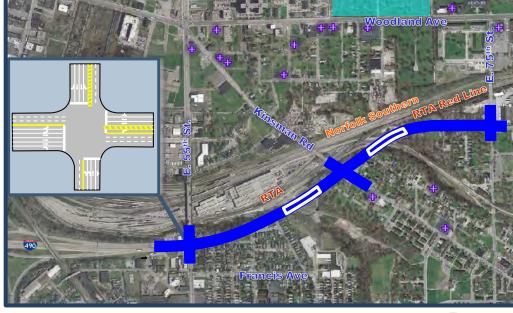
March 11, 2010

Phil Hanegraaf









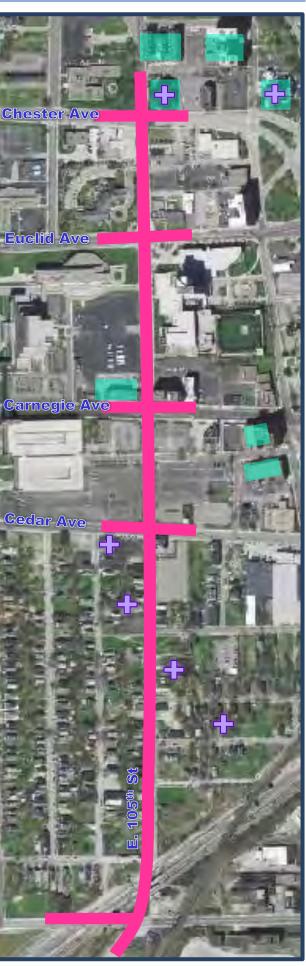




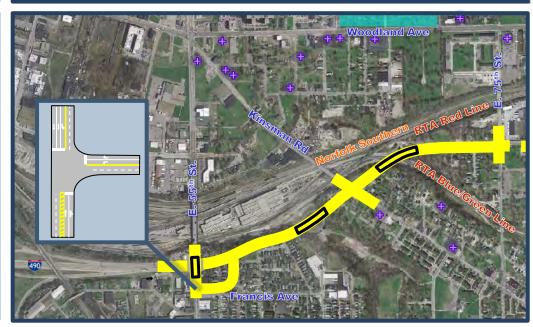
















Opportunity Corridor Project

Steering Committee Meeting March 11, 9:00 – 11:00 A.M.

Karamu House ~ 2355 East 89 Street, Cleveland, OH 44104

	Name	Association	Attendance
1.	Terrance Egger, Co-Chairman	The Plain Dealer	Yes
2.	Jamie Ireland, Co-Chairman	Early Stage Partners	Yes
3.	Mayor Frank G. Jackson	City of Cleveland	No
4.	Lt. Governor Lee Fisher	State of Ohio	No
5	Councilwoman Phyllis Cleveland	Cleveland City Council, Ward 5	Yes
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12.	Marie Kittredge (Ben Campbell)	Executive Director, Slavic Village Development	Yes
13.	Chris Ronayne	President & CEO, University Circle Inc	No
14.	Harriett Applegate	Executive Secretary, North Shore AFL-CIO	Yes
15.	Mark Barbash	Interim-Director, Ohio Department of Development	No
16.	Jolene Molitoris	Director, Ohio Department of Transportation	No
17.	Joe Calabrese	Executive Director, RTA	No
18.	John Anthony Orlando	Owner, Orlando Baking Company,	Yes
19.	Joe Lopez	Owner, New Era Builders	Yes
20.	John Hopkins	Buckeye Area Development Corp, Executive Director	Yes
21.	Peter Baszuk	New Resident Member of Slavic Village	Yes
22.	Paul D. Lewis	New Resident Member of Fairfax	Yes
23.	Joe Dennis	New Resident Member of Lower Buckeye	,
24.	Bob Chalfant	New Resident Member of University Circle	Yes

Other Stakeholders and Staff

	Name	Association	Attendance
1	Chris Warren	City of Cleveland, Chief of Regional Development	No
2.	Bob Brown	City of Cleveland, Director, City Planning Commission	No
3.	Council President Marty Sweeney	Cleveland City Council, Ward 20	Yes
4.	George Phillips	Cuyahoga Metropolitan Housing Authority, CEO	Yes
5.	Deb Janik	GCP, SVP, Real Estate & Business Development	Yes
6.	Terri Hamilton Brown	GCP, Opportunity Corridor Project Director	Yes
7.	Mike May	Maingate, Executive Director	Yes
8.	Howard Maier	NOACA, Executive Director	Yes
9.	John Motl	ODOT	Yes
10.	Dale Schiavoni (John Motl)	ODOT, Planning Program Administrator	Yes
11.	Dr. C. Jay Matthews	St. Sinai Ministries, Pastor	Yes
12.	Anne Hill	State of Ohio, Governor's Office	Yes
13.	Marvin Hayes	State of Ohio, Governor's Office	Yes
14.	Brenda Terrell	Terrell & Associates, Principal	Yes
15.	John Wheeler	Case Western Reserve University	Yes
16.	Barbara Snyder (John Wheeler)	Case Western Reserve University, President	No
17.	Ken Silliman	City of Cleveland, Chief of Staff	No
18.	Stephanie Howse	City of Cleveland, City Planning Commission	Yes
19.	Toby Cosgrove (Oliver Henkel)	Cleveland Clinic, Chief Executive Officer	No
20.	Oliver Henkel (Martin McGann)	Cleveland Clinic, Chief Government Relations	No
21.	Ronn Richard	Cleveland Foundation	Yes
22.	Jim McCafferty	Cuyahoga County Administrator	No
23.	Dave Abbott (Bob Jaquay)	George Gund Foundation	No
24.	Jennifer Ruggles	ODOD, Regional Director	Yes
25.	Jocelynn Clemings	ODOT, Public Information Officer	No
26.	Bonnie Teeuwen	ODOT, District 12 Director	Yes
27.	Ben Campbell	Slavic Village Development, Commercial Dev. Officer	No
28.	Debbie Berry	University Circle, Inc, VP of Planning & Real Estate Dev	Yes
29.	Steven Standley	University Hospitals	Yes
30.	Tom Zenty (Steven Standley)	University Hospitals, Chief Executive Officer	No
31.	Bob Jaquay	George Gund Foundation	No
32.	Joy Johnson (Tim Tramble)	Burton Bell Carr Development Corp, Grants Management Director	No
33.	Martin McGann	Cleveland Clinic Foundation	Yes

March 11, 2010 - Steering Committee CSS Workshop

- Presentation
- Handout
- Exhibits
- Exercise Results



steering committee workshop

Context Sensitive Solutions (CSS)

March 11, 2010

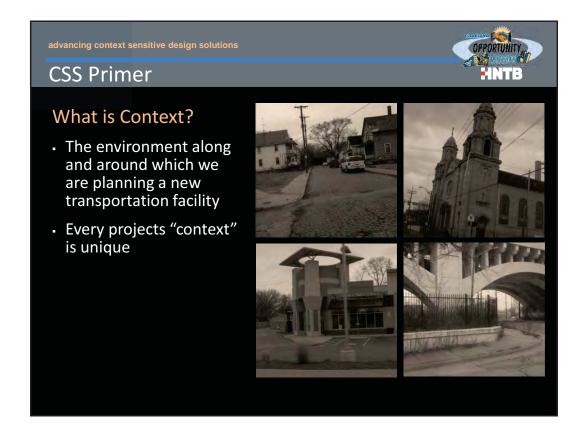


Today's Workshop

- Introduction to Context Sensitive Solutions
- Existing Conditions Influences
- Visioning the Future Corridor
- Building of Goals & Objectives
- Design Character Group Exercise
- Next Steps







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CSS Primer

OPPORTUNITY OF THE PROPERTY OF

CSS is a Process

- Informed understanding
- Integrated
- Involving a multi-disciplinary team of design professionals
- Where the public has early, often, and continuous involvement on all issues related to the project
- Opportunity Corridor is following the ODOT process for CSS





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CSS Primer



Five Measures of Success

- 1. Community acceptance
- 2. Environmental compatibility
- 3. Engineering and technical functionality
- 4. Financial feasibility
- 5. Partner for economic development



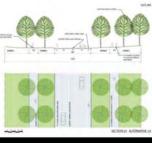


CSS Primer

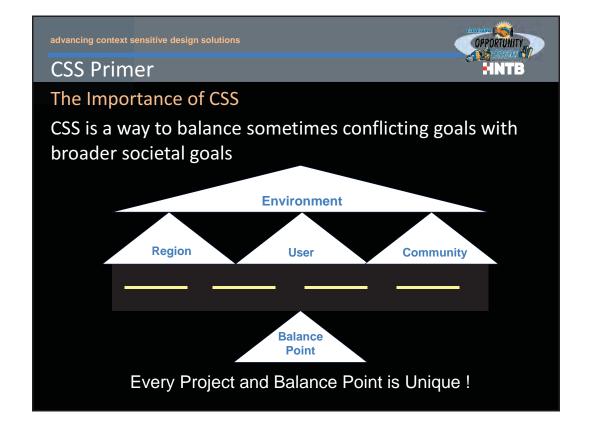
What is Context Sensitive Solutions (CSS)?

Simultaneously advancing the objectives of safety and mobility with preservation and enhancement of aesthetic, historic, environmental, and community values ... our obligation to reflect societal values in our work







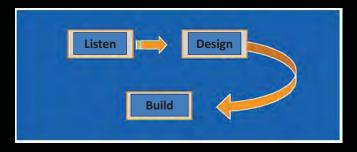


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CSS Primer

Project Delivery "Streamlining"



Good Design Takes Time...
Bad Design Takes Longer!

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CSS Primer

CSS Principles

- Balance safety, mobility, community and environmental goals in all projects.
- 2. Involve the public and affected agencies early and continuously.
- 3. Address all modes of travel.





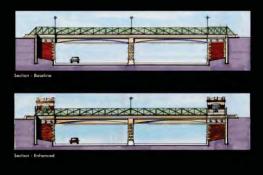




CSS Primer

CSS Principles

4. Apply flexibility inherent in design standards.



 Use an interdisciplinary team tailored to project needs.



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CSS Primer

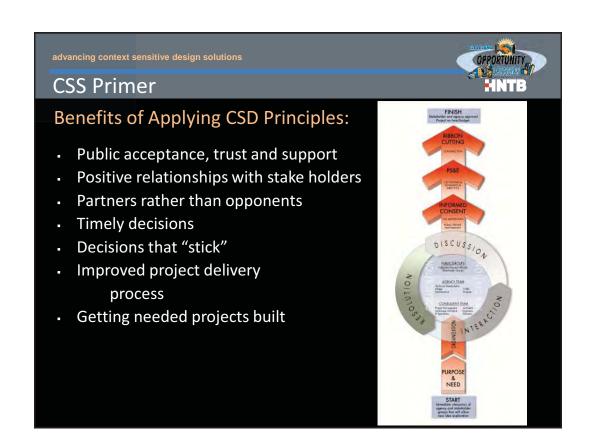
CSS Principles

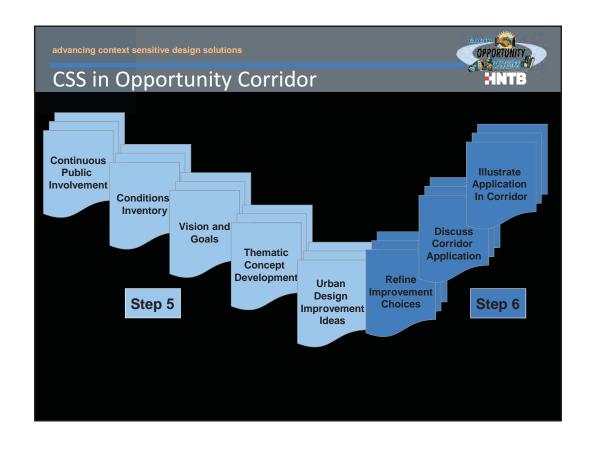
6. Incorporate aesthetics as an integral part of good design.













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Existing Conditions

Physical Perceptions

- Lacking physical connection
- Neighborhood investment opportunities
- Unique character of established neighborhoods
- Transitions between established neighborhoods, industrial areas and major employment center
- Synergy potential with existing transit infrastructure



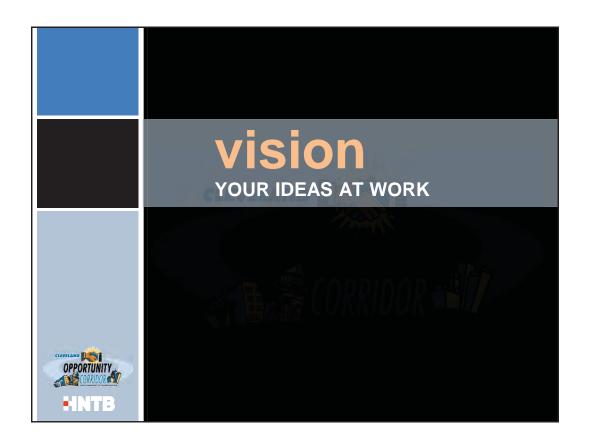












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CSS Vision

Listening

Input sessions to date:

- Public Involvement Meeting September 22nd, 2010
- CDC Workshops -
 - Fairfax Neighborhood, November 12th
 2009
 - University Circle Neighborhood, January 26th, 2010
 - St. Hyacinth Neighborhood, January 28th, 2010
 - Kinsman Neighborhood February 3rd, 2010
 - Buckeye Neighborhood March 9, 2010
- Business Coordination Meeting December 8th, 2009





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CSS Vision



Listening: Neighborhood Themes

What do you like about your neighborhood?

- Diversity uses, residents & culture
- Block Club
- Historical sites
- Close to UCI
- Museums
- New Quincy place
- Location
- Close to Rapid
- Hospital
- Church





CSS Vision

Listening: Neighborhood Themes

What don't you like about your neighborhood?

- Property Depreciation
- Limited business growth / jobs
- Vacant lots / Vacant buildings
- Lack of lighting
- Safety issues
- Congestion
- Limited retail services
- Being in limbo about the future of area
- Gangs



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CSS Vision



Listening: Neighborhood Themes

How do you typically travel in the area?

- Automobile (vast majority)
- Transit (some)
- Walk/Bicycle (least frequent)
- Most "intermodal" University Circle





CSS Vision

Listening: Neighborhood Themes

What is your biggest obstacle when traveling to shopping, dining, doctor, church or other activities?

- There are no stores you have to drive everywhere
- No obstacle I have a car
- Distance
- Walkability between locations
- Uncomfortable pedestrian street crossings
- Destinations are spread out
- Time
- Lack of transit routes and cost of fares



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CSS Vision

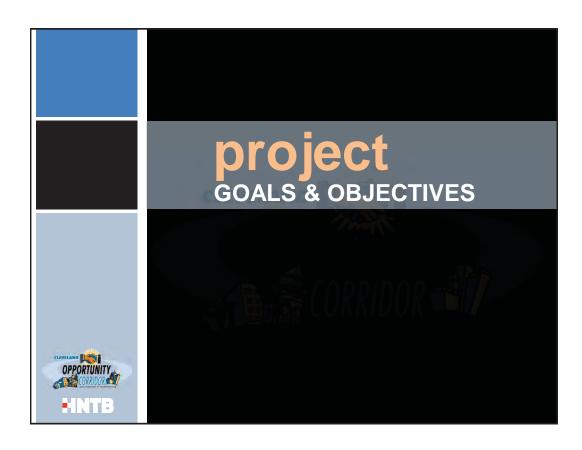


Listening: Neighborhood Themes

What are the most important improvements to be made to the neighborhood?

- Beautify and rebuild the neighborhood
- Streets and street lights
- Rebuild and eliminate vacant lots
- New small businesses / retail / shops
- Police enforcement
- Enhance access to public transit
- Jobs / employment opportunity
- Need to support change
- Economic development





Where are we going?

Vision

The Opportunity Corridor will act as a catalyst for economic development in the City of Cleveland, create vital connections to the greater region, and support revitalization efforts in the surrounding neighborhoods. Conceptualized through a Context Sensitive Solutions (CSS) process, the well-designed, multi-modal public infrastructure will leverage private investment and infuse the corridor-area with new jobs for current and future residents. The success of the Opportunity Corridor will result from an inclusive CSS and planning process that involves the community and results in development initiatives that promotes a well designed transportation corridor, sustainable land uses and healthy communities.





How Will We Succeed?

Opportunity Corridor Goals and Objectives

Goal – a goal is a desired outcome toward which CSS and corridor planning efforts should be directed. A goal supports the project vision.

Objective – an objective describes the actions that should be undertaken to advance towards achievement of the goals.

A number of goals for Opportunity Corridor build directly off federal highway goals for CSS (7 of 9).

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Goals and Objectives

	Goal 1 - Opportunity Corridor is a Safe Facility		
		Yes	No
1	Roadway design parameters and characteristics will be suitable for a design speed of no more than 40 miles per hour.		
2	Bicycle and pedestrian safety will be an important design consideration throughout the corridor, particularly at high capacity intersections.		
3	While anticipating mixed goods movement and automotive travel, opportunities for traffic calming should be explored.		
4	Street lights should be designed with consideration of minimizing crime, maximizing pedestrian safety, and how improvements can be extended into adjoining neighborhood areas (by the City/others) in the future.		



advanci	ng context sensitive design solutions	OPPORT	UNITY
Goa	als and Objectives		
	Goal 2 - Opportunity Corridor satisfies its "Purpose and Need"		
		Yes	No
1	To create the transportation infrastructure to support the revival and redevelopment of large tracts of vacant industrial and residential land.		
	Goal 3 - Opportunity Corridor is in harmony with the community		
		Yes	No
1	Corridor design should support land use and development preferences for the study area.		
2	Encourage continued collaboration and cooperation among CDC's and neighborhoods.		
3	Minimize impacts of roadway development on historical and cultural resources.		
4	Minimize or mitigate adverse impacts to existing environmental resources.		
		1	



Goals and Objectives

	Goal 4- Opportunity Corridor exceeds expectations of designers and stakeholders		
		Yes	No
1	Focus on a "complete streets" approach to corridor design.		
2	Emphasize the design opportunities that can be made through multi-modal access within the corridor.		
3	The design of the corridor will seek to enhance the physical integrity of adjoining neighborhoods.		
4	"Gateways" will be developed which provide uniquely designed entry points to Opportunity Corridor will help serve.		
5	Wayfinding along the corridor to major destinations and multimodal locations will enhance user convenience and efficiency.		
6	Proactively identify and analyze community impacts throughout all phases		
	of the project development process.		



Goals and Objectives

o di	3 dila Objectives		
	Goal 5 - Opportunity Corridor involves efficient and effective use of resources		
		Yes	No
1	The design and construction of Opportunity Corridor, will utilize best practices in sustainable design techniques		
2	The design and construction of Opportunity Corridor, will consider feasible best practices in sustainable construction approaches.		
	Goal 6 - Opportunity Corridor is built with minimal disruption to the community		
		Yes	No
1	Project phasing, maintenance of traffic and agency coordination schedules will consider local access as a priority.		
2	Maintenance of traffic will be coordinated through the CIty of Cleveland and other local organizations.		

advancing context sensitive design solutions Goals and Objectives Goal 7 - Opportunity Corridor is seen as having lasting value to the community Yes No The design and implementation of corridor improvements will be of high quality demonstrating commitment to supporting community and economic revitalization of the greater community area. Corridor access management, while focusing on safety, will also focus on the 2 best ways to support business and employment land uses. Goal 8 - Opportunity Corridor will improve personal and business mobility both within the study area as well as provide access to the greater Cleveland Region Yes No Corridor design standards anticipate goods movement and mixed traffic travel. To the greatest degree feasible, the corridor design should consist of a four lane roadway, two lanes in each direction, to accommodate roadway travel needs in the area.



Goals and Objectives

Goal 9 - Opportunity Corridor will capitalize on multimodal access opportunities made available by the presence of extensive RTA facilities and services within and nearby the corridor

		Yes	No
1	Improvements should enhance access to RTA Rapid stations within and nearby the corridor (although improvements beyond the limits of the project area will need to be coordinated with others).		
2	To the degree practical, transportation corridor design should anticipate development and redevelopment at Rapid Commuter stations.		
3	Curb side accommodations for bus stops should be made in the corridor.		
4	Corridor design and improvement should facilitate bicycle and pedestrian facility improvements with special sensitivity to multimodal locations such as the Rapid Commuter and Bus Stations		



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Design Character

Integration of Design Character in Key Elements:

- Landform Components
- Roadway Elements
- Roadside Elements
- Vegetation Components
- Community Components



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Design Character

Landform Components

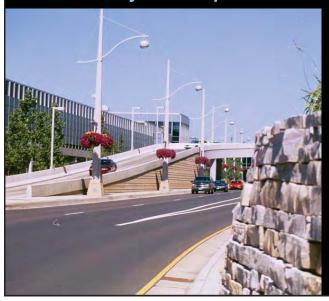


- Grading, slopes and earth shaping
- Storm water pond grading
- Berming



Design Character

Roadway Components



STRUCTURAL ELEMENTS:

- Pavement treatments
- Vehicular bridges
- MSE / Retaining Walls

SUPPORT ELEMENTS:

- Sound barriers
- Railings
- Fencing
- Drainage infrastructure

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Roadside Components



FUNCTIONAL ELEMENTS:

- Signage
- Lighting
- Sidewalks

AMENITY ELEMENTS:

- Medians
- Trails
- Planters
- Pedestrian amenities
 - Site furniture
 - Bus Shelters



Design Character

Vegetative Components



- Vegetation preservation and protection
- Street trees
- Seeding and sodding
- Median planters
- Green Street Program
 - Vegetated Bioswale

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Design Character

Community Components



- Gateway elements
- Sustainable design
- Under-bridge treatments
- Plaza areas
- Public art

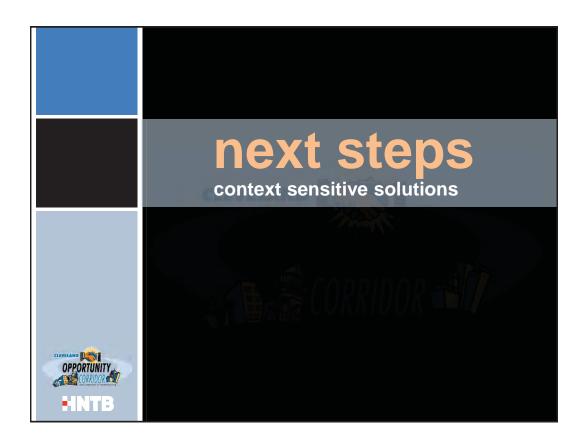
Design Character

tellus!
Design Character

tellus!
Design Character EXERCISE

• 20-Minute Exercise





Next Steps

Schedule

- ODOT "Step 5" Activities
 - Public Meeting April, 2010
 - Urban Design Improvement Ideas
- ODOT "Step 6" Activities (beginning in about July 2010)
 - Refine Improvement Choices
 - Corridor Application





steering committee workshop

Context Sensitive Solutions (CSS)

March 11, 2010



Shared Vision Statement (CSS and Community Development)

The Opportunity Corridor will act as a catalyst for economic development in the City of Cleveland, create vital connections to the greater region, and support revitalization efforts in the surrounding neighborhoods. Conceptualized through a Context Sensitive Solutions (CSS) process, the well-designed, multi-modal public infrastructure will leverage private investment and infuse the corridor-area with new jobs for current and future residents. The success of the Opportunity Corridor will result from an inclusive CSS and planning process that involves the community and results in development initiatives that promotes a well designed transportation corridor, sustainable land uses and healthy communities.

Comments exercise

	Goal 1 - Opportunity Corridor is a Safe Facility		
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	Goal 2 - Opportunity Corridor satisfies its "Purpose and Need"		
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	Goal 4- Opportunity Corridor exceeds expectations of designers and stakeholders		
		Yes	No
1	Focus on a "complete streets" approach to corridor design.		
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	Goal 6 - Opportunity Corridor is built with minimal disruption to the community		
		Yes	No
1	Project phasing, maintenance of traffic and agency coordination schedules will consider local access as a priority.		
2	Maintenance of traffic will be coordinated through the CIty of Cleveland and other local organizations.		

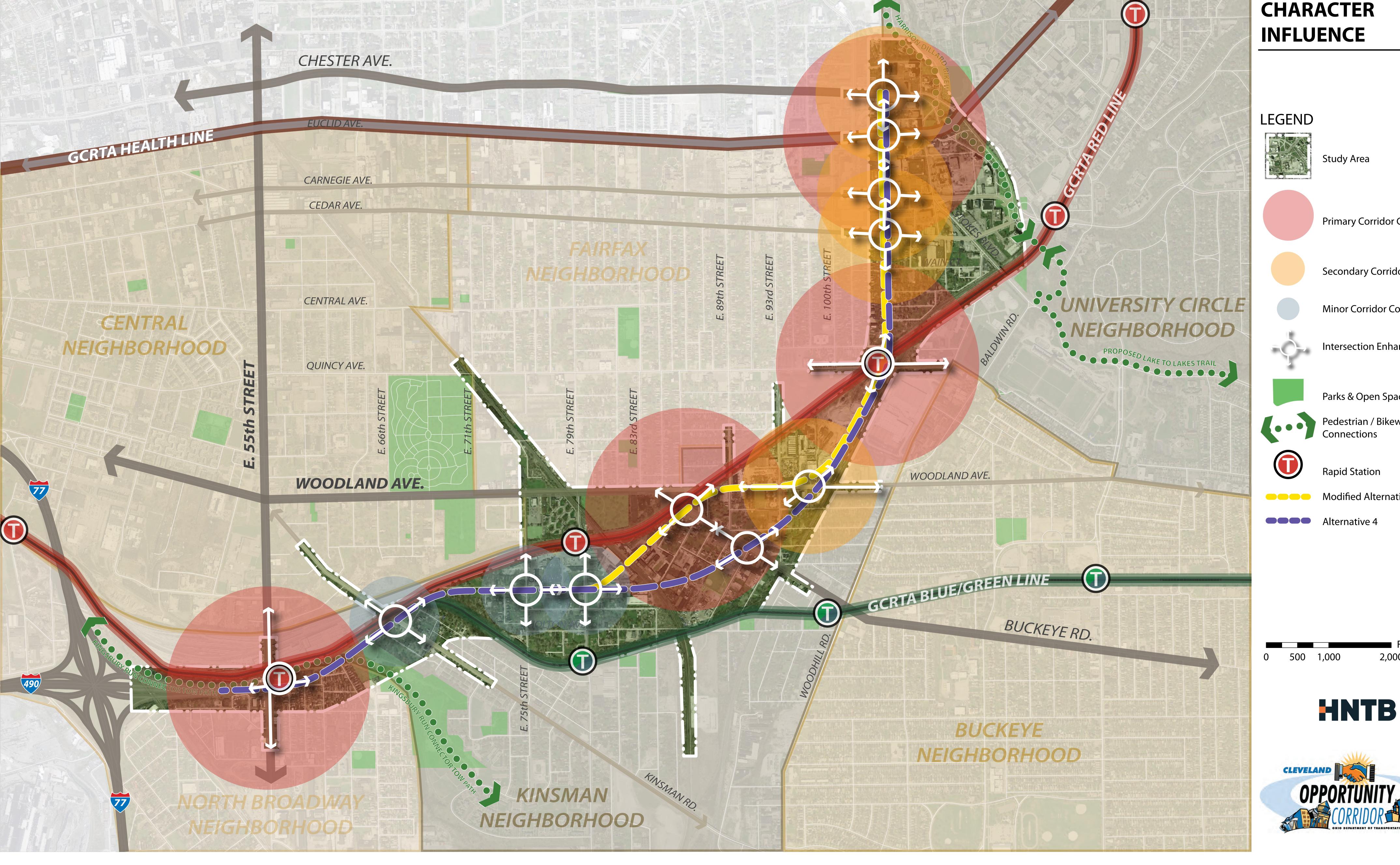
	Goal 7 - Opportunity Corridor is seen as having lasting value to the community		
		Yes	No
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	Goal 8 - Opportunity Corridor will improve personal and business mobility both within the study area as well as provide access to the greater Cleveland Region		
		Yes	No
1	Corridor design standards anticipate goods movement and mixed traffic travel.		
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Goal 9 - Opportunity Corridor will capitalize on multimodal access opportunities made available by the presence of extensive RTA facilities and services within and nearby the corridor

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Primary Corridor Gateway

Secondary Corridor Gateway

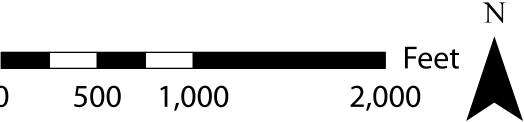
Minor Corridor Connection

Intersection Enhancements

Parks & Open Space

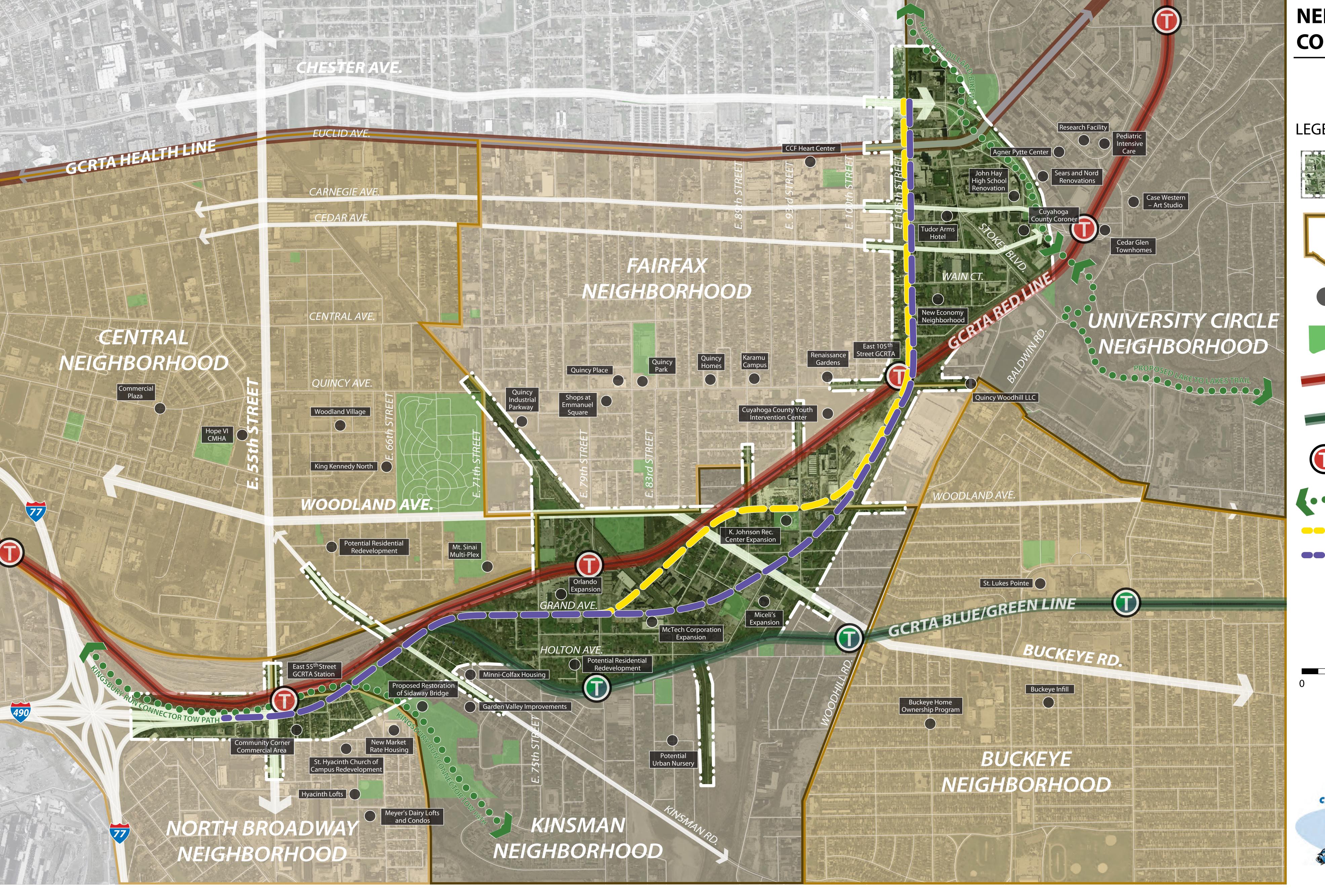
Pedestrian / Bikeway

Modified Alternative 2









NEIGHBORHOOD CONTEXT

LEGEND



Study Area



Statistical Neighborhood Boundry (see map for Neighborhood Name)



Neighborhood Initiatives



Parks & Open Space



GCRTA Red Line



GCRTA Blue/Green Line





Pedestrian / Bikeway

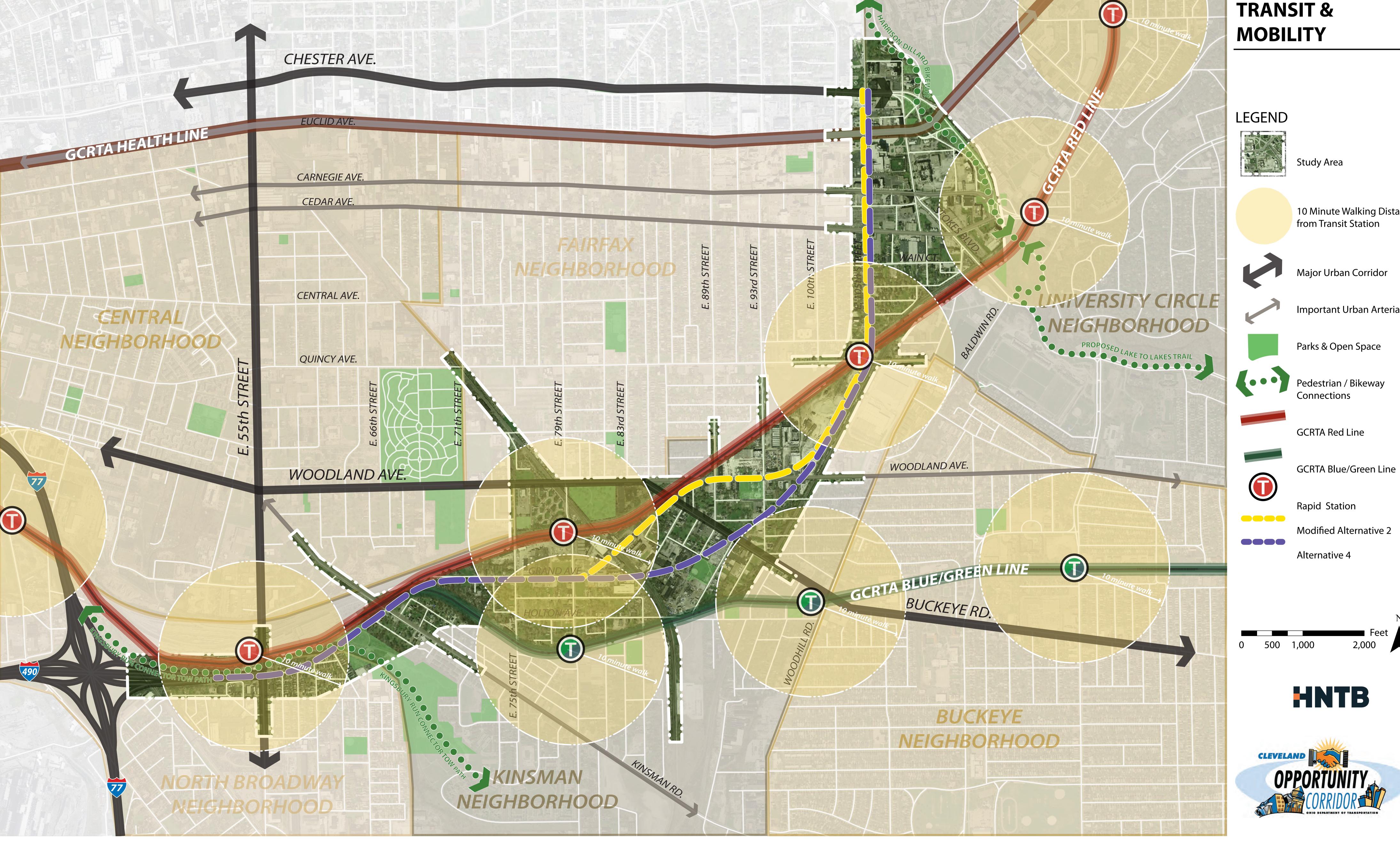


Modified Alternative 2



2,000





10 Minute Walking Distance from Transit Station

Major Urban Corridor

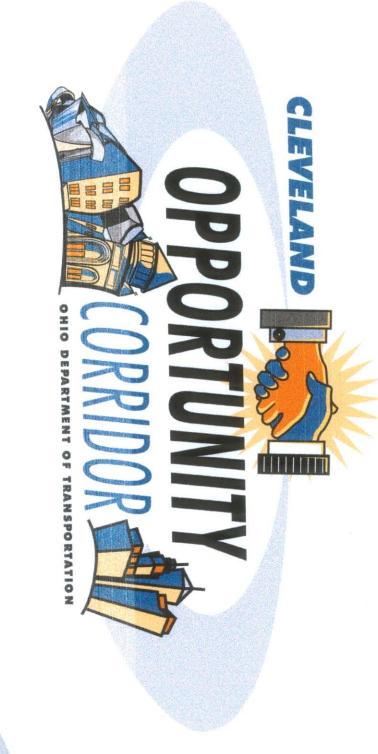
Important Urban Arterial

Parks & Open Space

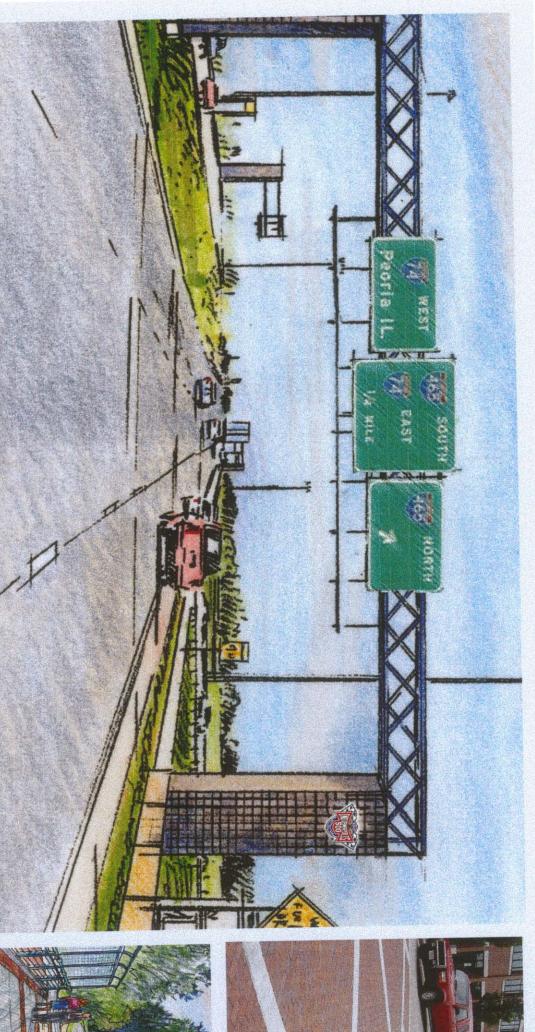


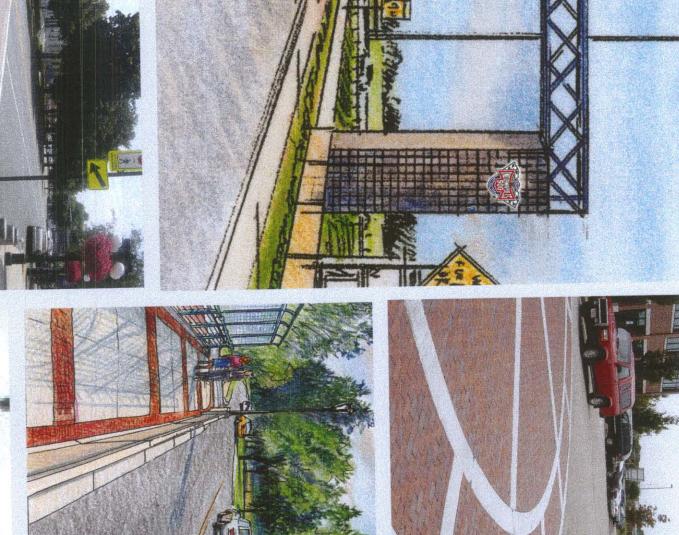


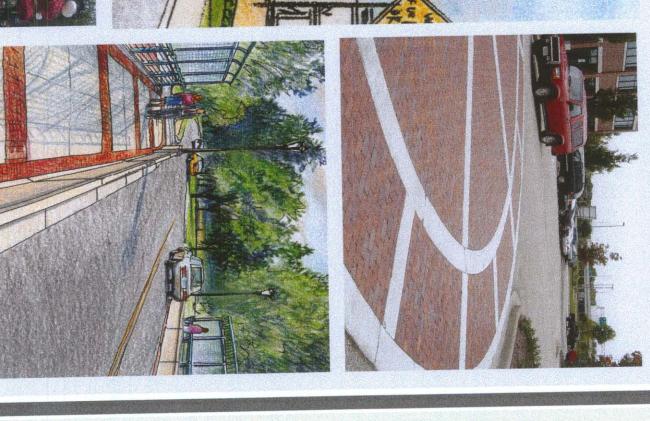




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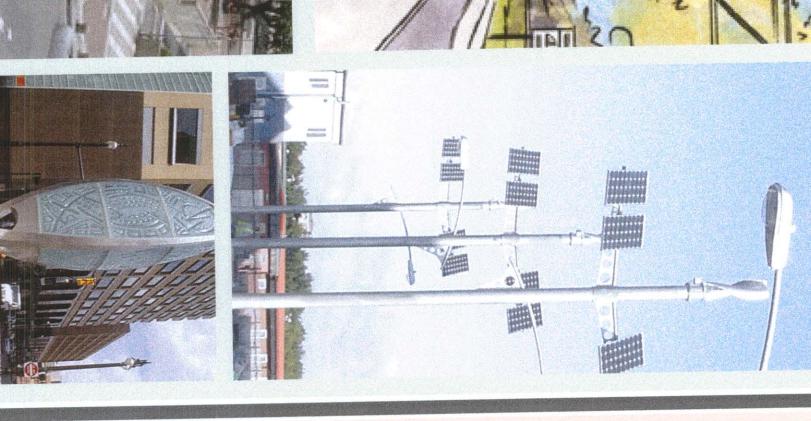


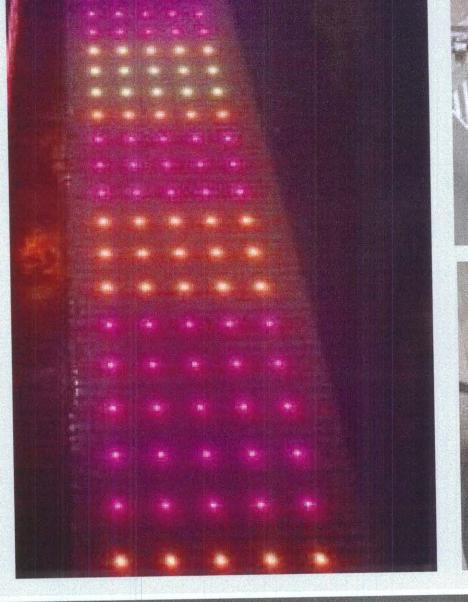


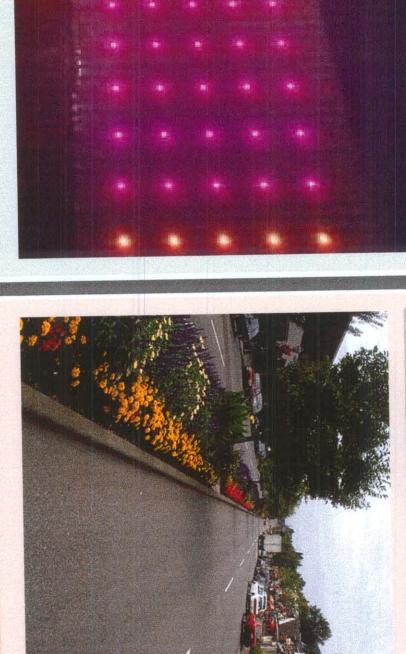




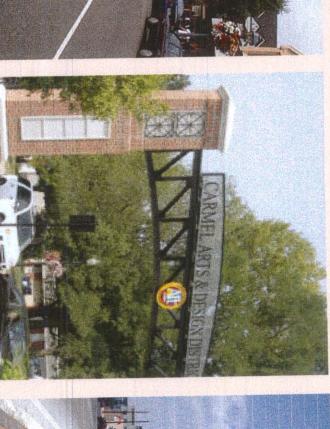








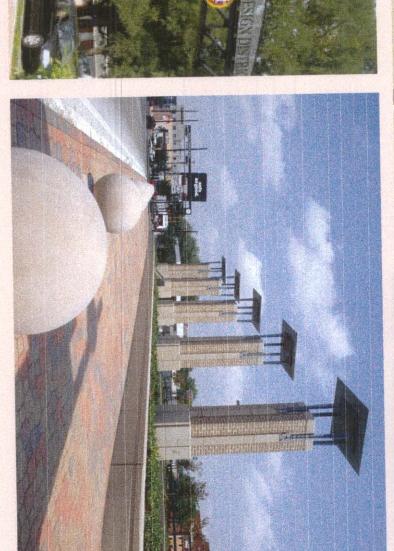


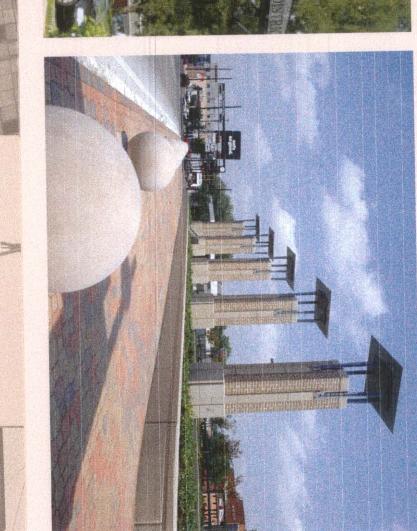


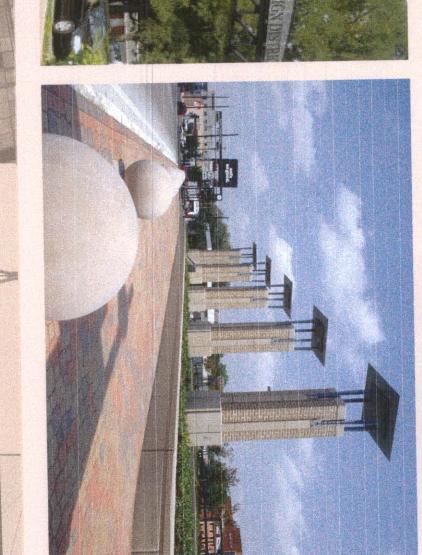


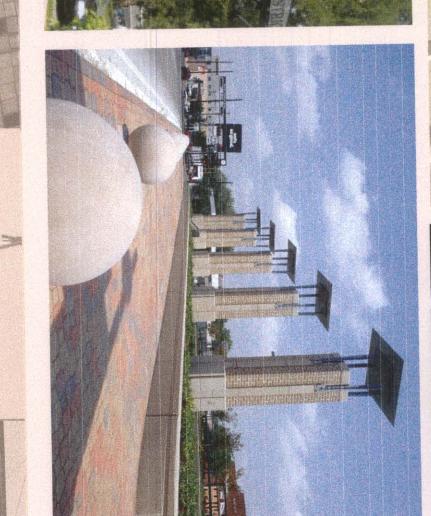


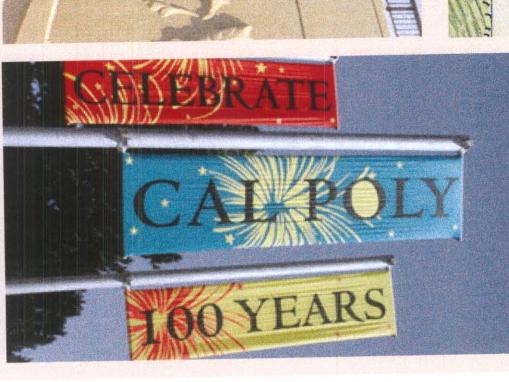




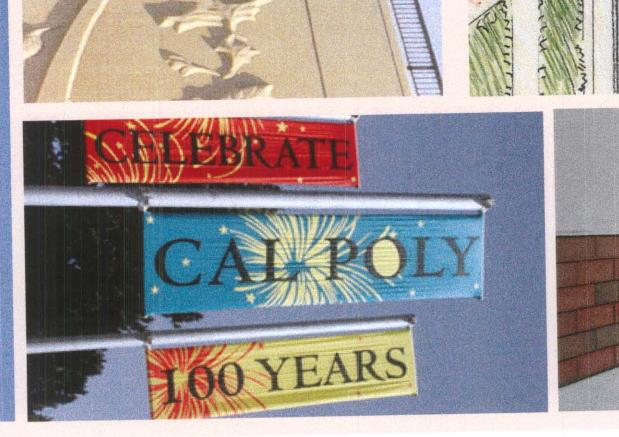


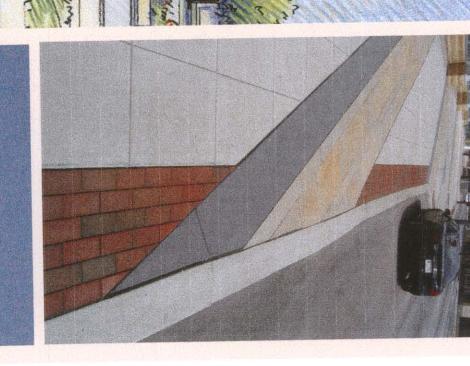






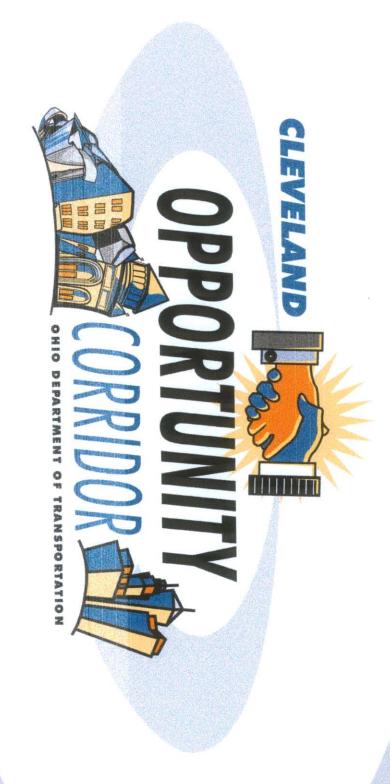








This thematic concept uses the traditional character, architecture and history of the context Place a dot in the space below if this is a desired thematic inspiration for the corridor.



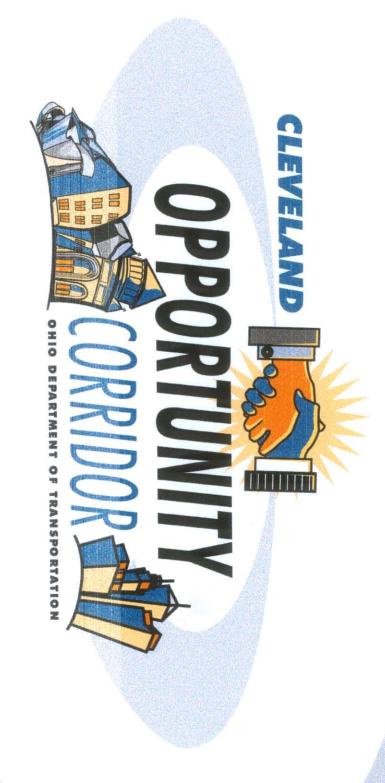


INVESTMENT:

Instructions: Place a YELLOW DOT in the Level of Investment Column, ranking each Element Category below. Place a RED DOT in the Priority Column for your Top 2 Investment Choices. FUNCTIONAL elements: 1. Gateway Treatments Example:	Appropriate Not NEST	Somewhat Appropriate	Neutra	Appropriate	Appropriate	PRIORITY AND THE PRINCIPLE OF THE PRINC
1. Gateway Ireatments Example: Monuments Signage Enhanced Landscaping						
2. Plaza / Community Areas						
3. Public Art						
4. U Enh Trea						
SUSTAINABLE DESIGN elements: 1. Pervious Pavement Example: Concrete Pavers Brick (Clay) Pavers						
1. Stormwater Run-Off (Best Management Practices) Example: • Vegetated Bio-Swale						

ADDITIONAL comments:

Please provide additional comments concerning community elements in the space below.





- Instructions:

 Place a YELLOW DOT in the Level of Investment Column, ranking each
- Element Category below.

 Place a RED DOT in the Priority Column for your Top 2 Investment Choices.

FUNCTIONAL elements:



- Shaping Example:Naturalistic Approach 1. Grading, Slopes & Eart
- Shaping 2. Grading, Slopes & Example:
 • Technical Approach
- Grading
 Example:

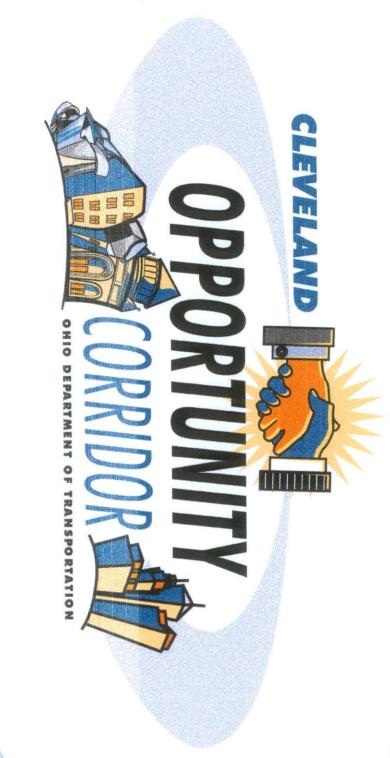
 Naturalistic Approach 2. Stormwater Pond
- Grading Example: 2. Stormwater Pond
- Technical Approach
- 3. Earth Berming /
 Screening
 Example:
 Naturalistic Approach
- 3. Earth Berming /
 Screening
 Example:
 Technical Approach

OF INVESTMENT:

	Š	2 2	Š Š	& Earth	& Earth	nent
						Appropriate
						Appropriate
						Appropriate
						Appropriate
						\\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\

ADDITIONAL comments:

Please provide additional comments concerning landform elements in the space below.



LEV INVESTMENT:

	EVEL OF INVESTIV					
 Place a YELLOW DOT in the Level of Investment Column, ranking each Element Category below. Place a RED DOT in the Priority Column for your Top 2 Investment Choices. 	Appropriate	Somewhat Appropriate	Neutral	Appropriate	Appropriate	PRIORIY
TIONAL elements:						
1. Wayfinding Signage Example:						
Pedestrian Orientation Neighborhood Districts						
2. Ornamental Pedestrian & Accent Lighting Example:						
• Standard Metal Halide						
3. Enhanced Sidewalks Example:						
Colored Concrete Brick Paver						
4. Enhanced Crosswalks Example:						
Brick Paver Colored Concrete						
AMENITY elements:						
1. Dedicated Bike Lane Example:						
On-Street Bike Lane						
Example: Use Path / Trails						
Shared Path						
3. Streetscape Planters Example:						
• Permanent Planter • Movable Planter						
4. Pedestrian Amenities Site Furniture						
ADDITIONAL comments:		o balaum				

ADDITIONAL

Please provide additional comments concerning roadside elements in the space below.



PRIORIT

Appropriate

Neutral

Somewhat Appropriate

Appropriate

Not

OF INVESTMENT: LEVEL

Place a YELLOW DOT () in the Level of Investment Column, ranking each Element Category below.
Place a RED DOT () in the Priority Column for your Top 2 Investment Choices. ments: elel

STRUCTURAL



1. Decorative Pavement Example:

Colored Concrete

Unit Pavers

Pervious Pavers

2. Enhanced Bridges



3. Decorative MSE/Structural SupportsExampleBridge Abutment WallRetaining Wall

nts: elemen SUPPORT

1. Sound Barriers



1. Ornamental Railings & Fencing



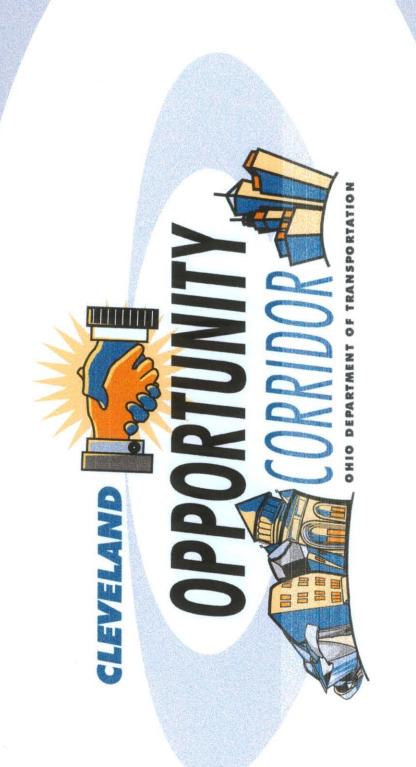
2. Ormamental Roadway Lighting



3. Roadway MedianExampleJersey BarrierPaved Median

ADDITIONAL comments:

Please provide additional comments concerning roadway elements in the space below.





PRIORIT

Appropriate

Neutral

Somewhat Appropriate

OF INVESTMENT: LEVEL

Appropriate Not Place a YELLOW DOT () in the Level of Investment Column, ranking each Element Category below.
Place a RED DOT () in the Priority Column for your Top 2 Investment

Choices.

ments: ee TIONAL FUNC

1. Vegetation Preservation & Protection

2. Roadway MedianExample:
Planted Median

3. Street Trees

1. Green Street Program

2. Seasonal Planting Rotation

Please provide additional comments concerning vegetation elements in the space below. **ADDITIONAL** comments:

September 8, 2010 – Steering Committee Meeting

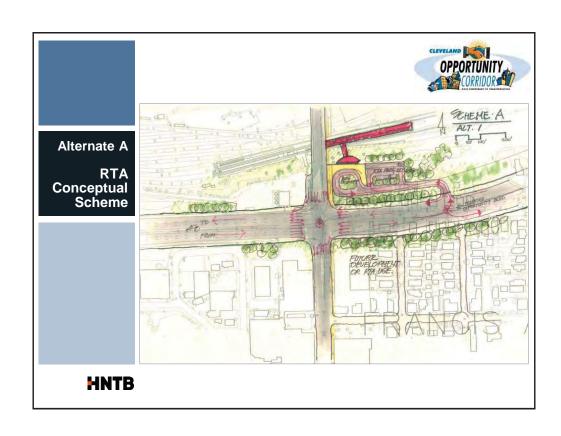
Presentation



Steering Committee Meeting September 8, 2010











West Section

Alternate A

Advantages

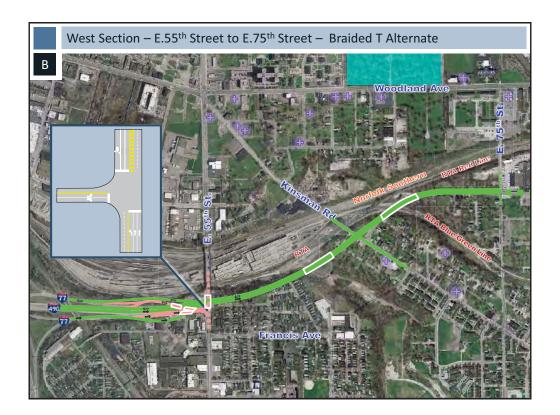
- Minimal impact to RTA facilities parking lot
- · Low business relocation 6 (3)
- Lowest cost \$96 M

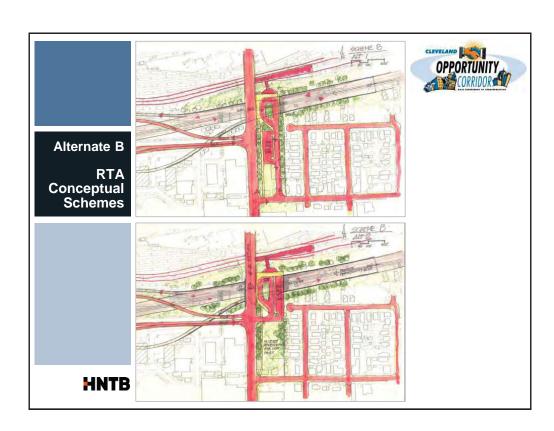
Disadvantages

- 9 lane x 6 lane E 55th intersection
- Substandard traffic operations
 LOS E
- Traffic restrictions E 55th to Kinsman
- · Least pedestrian accessible
- High residential relocation 32 (58)

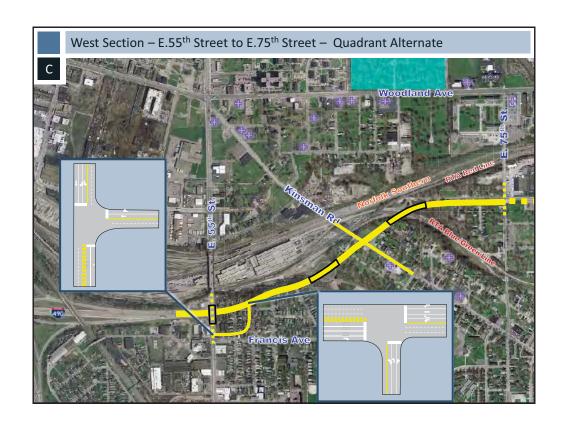
HNTB

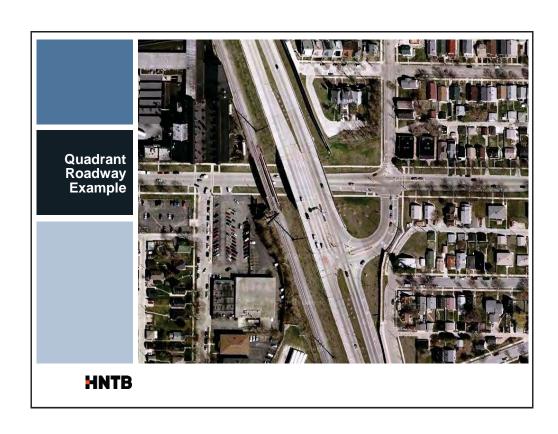
Recommendation for advancement - YES

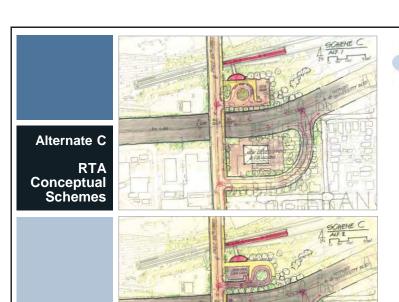






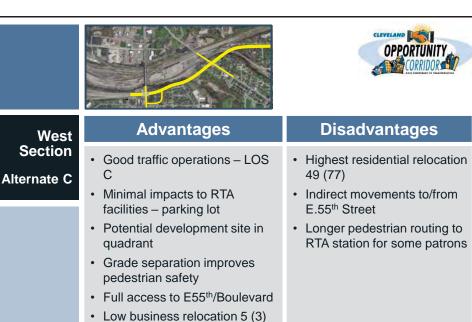








HNTB

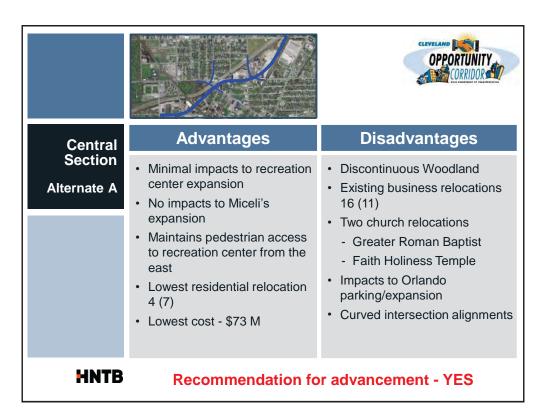


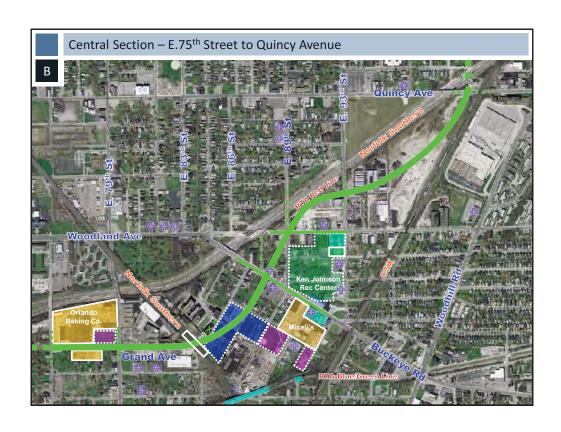
• Intermediate cost - \$108 M

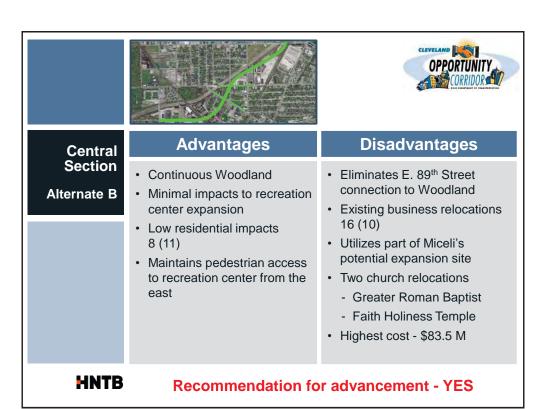
HNTB

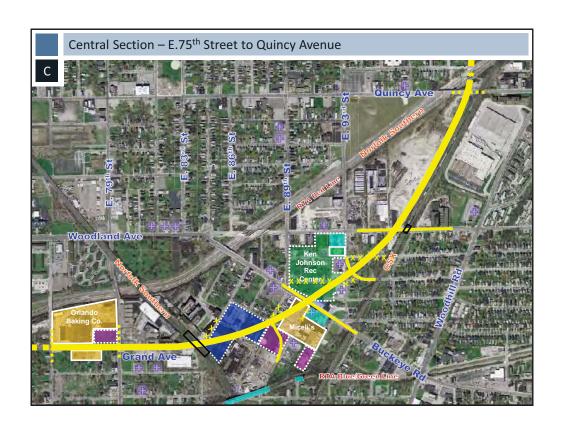
Recommendation for advancement - YES

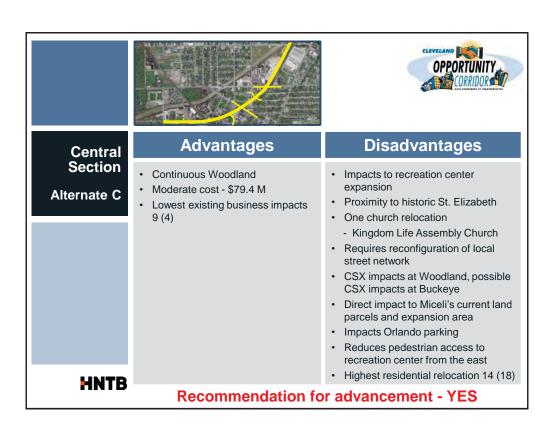




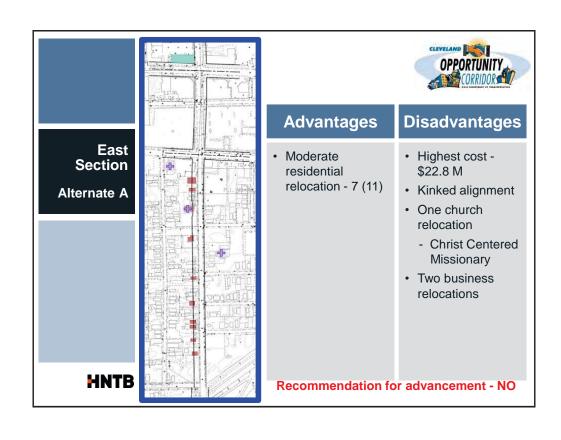


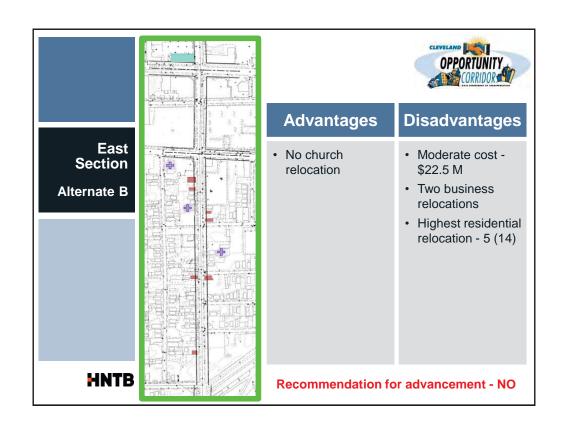


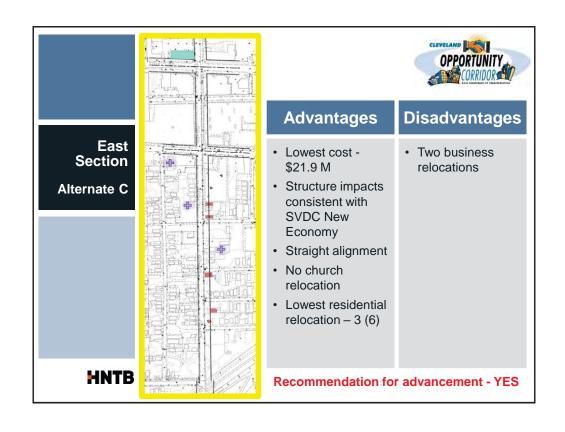














Context Sensitive Solutions (CSS)

HNTB

CSS Primer

What is Context?

- The environment along and around which we are planning a new transportation facility
- Every projects "context" is unique









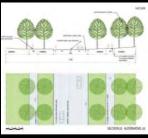


CSS Primer

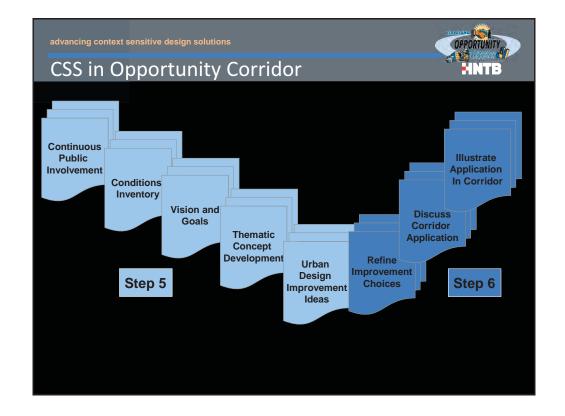
What is Context Sensitive Solutions (CSS)?

Simultaneously advancing the objectives of safety and mobility with preservation and enhancement of aesthetic, historic, environmental, and community values ... our obligation to reflect societal values in our work













Design Character



Landform Components



- Grading, slopes and earth shaping
- Storm water pond grading
- Berming

advancing context sensitive design solutions



Design Character

Roadway Components



STRUCTURAL ELEMENTS:

- Pavement treatments
- Vehicular bridges
- MSE / Retaining Walls

SUPPORT ELEMENTS:

- Sound barriers
- Railings
- Fencing
- Drainage infrastructure



Roadside Components





FUNCTIONAL ELEMENTS:

- Signage
- Lighting
- Sidewalks

AMENITY ELEMENTS:

- Medians
- Trails
- Planters
- Pedestrian amenities
 - Site furniture
 - Bus Shelters

advancing context sensitive design solutions









- Vegetation preservation and protection
- Street trees
- Seeding and sodding
- Median planters
- Green Street Program
 - Vegetated Bioswale

Design Character

OPPORTUNITY ...

Community Components



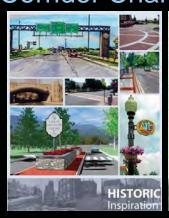
- Gateway elements
- Sustainable design
- Under-bridge treatments
- Plaza areas
- Public art

advancing context sensitive design solutions

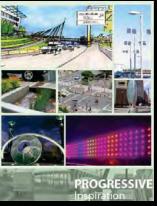


Design Character

Corridor Character / Theme



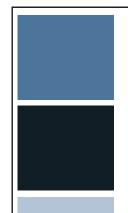
Uses the traditional character, architecture and history of the context as inspiration for corridor design features.



Uses the modern, clean lines to define a "new sustainable future" as inspiration for corridor design features.



Uses the local culture and community landmarks of the context as inspiration for corridor design features.





Public Outreach

HNTB



Public Meeting Update

Meetings held to date:

- Day/evening public meeting
- Business coordination meeting
- 5 neighborhood meetings
- Individual business meetings
- Surveys



Public Meeting Update

Next round of public outreach:

- Newsletter
- Updated mailing list
- Consolidated public/neighborhood/business meetings
 - · Quicker timeline
 - · Advertised together
 - · Morning/midday/afternoon/evening
 - · Closer to study area
 - Locking down locations/dates

HNTB



Next Steps

Step 6 – Develop Feasible Alternatives



Step 6 Early Action Items

- I. Traffic modeling and analysis
 - A. E 55th street
 - B. Buckeye road
 - C. U.C. arterials
- II. Business data collection
 - A. Gather missing data
 - B. Expansion plans
 - C. Analyze impacts
- III. Evaluate alternatives for elimination based on I and II

HNTB



Step 6 Additional Action Items

Additional items to be initiated by end of 2010

- · Develop roadway profiles
- · Refine typical section
- Evaluate comments to CSS and develop preferences
- · Develop work limits
- Develop conceptual sewer and stormwater layouts
- · Soil boring program
- Coordinate land use planning efforts
- · Phase I ESA work



April 2011: Assessment of Feasible Alternatives Report



July 2011: Public Meetings